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TIME-TABLE

WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " " 9.30 " " 10 " "
9.30 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. " 2.30 " " 10 " "
2.30 " " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "
NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.30 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.
SUNDAYS.
7.30 a.m. to 7.45 a.m.
7.45 a.m. to 9.30 a.m. every 15 minutes
9.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " 15 " "
12.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "
NIGHT CARS.
As on Week Days.

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Jas Voss Road.
Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-table,
and not for special cars, and are obtained on
application to the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
Cheque or Comptroller's Order represent-
ing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 10th, 1921 until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Station	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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"SPECIAL" SCOTCH WHISKY	\$40.00 PER CASE (DUTY PAID)
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HONGKONG.



SCOTTISH SPORT.

THE NEW GOLF CHAMPION.

A FIGHTING FINISH.

(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, May 31st.

Scotland, despite the fact that she had three representatives in the last four, lost the Amateur Golf Championship to an Englishman. And to a good Englishman, too, a modest gentleman, and a thorough sportsman, E. W. Holderness, of Walton Heath. Up till last week the new Champion was under suspicion of not being a match fighter. He has dispelled all doubts on that score. The man who can tackle an able golfer like W. Hunter and beat him of his title, then next day face a dour, nervous, clever Scot like John Caven, backed by thousands of Scotsmen and women, all "willing" their fellow countryman to win, who can sink a two yard putt on the last green while his ears still ring with exultant cheers for the putt that preceded his—that man well deserves the title of Amateur Champion. He is a Bonnie Locher.

It was one of the finest finals, and comparable to the Maxwell-Hutchinson game at Muirfield in 1909, which likewise went to a putt on the last green. Following on the procession final at Hoylake last year, when Hunter trampled on Graham to the tune of 12 up and 11 to play, Scots were placed at the courage shown by the English golfer, John Caven. His modest demeanour, too, made a most favourable impression. There was nothing boastful or arrogant about him, just a calm, cool determination to do his best and to fight to the last ditch.

Caven struggled his hardest to get his nose in front in the last round, but no sooner had he drawn level than Holderness went ahead again. He never gave in, however, not even when Holderness was forty-two. He chased him to the home green, and there made a last bold bid by holing a putt of five yards for a three. But this grand fighting finish—the last five holes of the Prestwick course taken in 15 strokes—was of no avail. Holderness's genius for sinking two yard putts did not fail him in a crisis.

FORTUNES AND MISFORTUNES.

If the art of golf were just big hitting, a Tolley, a Wethered, or a Carter would be Champion every year. Tolley went out early, went out, indeed, in the very first round he played to Sam Robinson, a Corporation employee from Southampton, who, just as Charles Hodgson and J. B. Deddard did a year ago, emerged from his obscurity and went home with the scalp of a giant hanging from his belt. Hodgson, whose defeat of Oulmet was one of the surprises of the Hoylake meeting, came within an ace of another great feat, but Wethered shook him off, and then went down in the round before the semi-final to Robert Scott, jun., Glasgow. Hunter knocked out Carter in what was perhaps the biggest encounter of giants in the whole week. He had never touched his Hoylake form, although there were glimpses of it in the fine crispness of his iron play and his resolute confident putting. Then in the semi-final, when with Carter and Wethered out and himself the last survivor of the favourites, he seemed to have a clear course to his second successive Championship, he went down to the ultimate winner. His downfall like of Tolley and Wethered, was to be attributed to a two foot putt; for, missing it, and his ball playing him a wayward trick, he found himself dead stymied, and, failing to negotiate, the fortunes of the match underwent a dramatic change. He should have been all square then with three to play, and there could hardly have been a doubt how it would finish, but two down and three to play was a proposition so entirely different that Hunter, the most confident golfer one has ever seen, went out.

THE SCOTS AMATEURS AND OTHERS.

Prestwick brought into prominence a good deal of Scottish amateur talent that has hitherto flowered modestly on local greens. Golfers like Robert Scott, who greatly enhanced his reputation as a match player, John Wilson, G. C. Mahford, and W. W. Mackenzie, along with John Caven and W. L. Hunter, the ex-Champion, are not unworthy to follow the steps of the illustrious Scots whose names are engraven on the Championship trophy.

No danger was threatened by the small American contingent of competitors. The only overseas menace came from Ireland, whose representative, Captain Garter, was counted among the best golfers on the field. On the whole, Prestwick has lived up to its reputation as a maker of golf history. The old course, with its famous landmarks, the Cardinal's Nob, the Alps, and the Himalayas, has survived many tests, and the latest and most strenuous of all leaves it more firmly established than ever in the affection of golfers.

THE FINALISTS.

Mr. Holderness was born in India 82 years ago, where his father, Sir Thomas Holderness, now retired, was an official in the Civil Service. His mother, who was present to witness his triumph, is a daughter of the late Mr. G. R. Elmslie, C.S.I., also of the Indian Civil Service, and a sister of Colonel A. M. S. Elmslie, O.B., C.M.G. Mr. Holderness is a nephew of Mr. J. E. F. Elmslie, who was formerly a captain of the Aberdeenshire Cricket Club. The new Champion's mother says: "He is not an Englishman; he is, to say the least, two-thirds Scottish. On my own side he is entirely Scottish; my parents, and their ancestors for generations, were Scottish people. My husband is half Scottish; his mother was a M'Leod, whose ancestors, like my own, were Scottish to the backbone." Mr. Holderness underwent two serious operations when he was a boy, and not being robust, he was educated privately. After going up to Oxford University he was

(Continued at foot of next column.)

COMPANY REPORT.

The following are among the announcements by the latest mail:

TRONOX SOUTH.—Profit, 1921, less loss on investments, £2,357; debit balance brought in, £2,437, leaves £100 to carry. BEL'S ASBESTOS EASTERN AGENCY.—Final divd., 21 p.c., making 5 p.c. for year (equivalent 40 p.c. on old capital), £250 off preliminary expenses, £2,619 forward.

STOOMVAART-MATRIJL.—"NEDERLAND." Divd. 11 p.c. for 1921 (against 20 p.c.), payable on shares of Fl. 1,000 at rate 19 25, id., and on shares Fl. 500 at rate 24 118, id.

TRONOX report for 1921 shows profit, £1,529, making, with £24,464 brought in, £25,993, subject to 1921 Corp. tax to carry; no depreciation of machinery being written off.

WHITEWAY LINDLAW.—Report, 1921-22, shows loss, £12,500 (£26,600 for 1920-21), and deficit, after providing for depreciation, etc., £57,800, against surplus, £191,000. Ordinary int. divd. paid Dec., and Pref. int. raise deficit to £168,500, which reduced to £21,300, by £23,000 brought in, and taking credit refund E.P.D., £12,000. Reserve remains, £275,700.

ARE JAPANESE A WHITE RACE?

The question whether the Japanese are a white race will be argued in the United States Supreme Court, probably in October.

Mr. Beck, the American Solicitor-General, will argue the matter on behalf of the Government. He says that the Japanese in Hawaii have applied for naturalisation, on the ground that the Japanese are a white race and are, therefore, not barred by the colour clause. They have traced the history of Japan for thousands of years to an Aryan tribe.

The lower courts, rejected the theory, and the claimants have lodged an appeal.

Mr. Beck understands that the Aryan tribe bears distinct Caucasian traits.

discovered as a golfer, and represented it in their annual meeting against Cambridge. Since the war, Mr. Holderness, who holds an appointment at the Home Office, has won considerable prominence on the links. His selection to play in the British team against America at Hoylake last year was followed by his reaching the last eight in the Championship, and he was asked to take a place in the English side for the revived International match with Scotland. While his ability to play all the strokes was proved, there existed a doubt whether he had the stamina to persist to the end of a hard and testing Championship week. Of slim build and rather delicate appearance, he shows signs of the strain of the long drawn out struggle.

Mr. Caven is a clerk in an engineering works in Johnstone, near Glasgow, and is not yet 30. In recent seasons, the Effen tournament at St. Andrews, in which many of our leading Scottish golfers take part, brought him into prominence. He made a name in it even before he won it last year after beating Mr. Alexander Armour in the final. Until 1912 he did not take to golf seriously. He is a native of Castle Kennedy, near Stranraer; his brother is professional at Cochrane Castle Club, from which he enters.

THE WONDERFUL HUNTON.

The "come back" of Harold Hunton was one of the amazing facts of the meeting. He has been playing in the Championship for 35 years—it is exactly 30 since he first won the Open, and four times he has won the Amateur outright. Now he has "come again" at the age of 53. It is a wonderful performance, and though his golf may not be quite as good as his golf of old days, it has been good enough to knock out some leading players.

CRICKET.

In competitive cricket the results generally were in accordance with form, but the extent of some of the defeats excited surprise. The victory over Perthshire achieved by Fifeshire was much more decisive than expected. The wooden spoonists, Fifeshire, promise to do remarkably well this season. The Western Union Championship has an open appearance. Clydesdale are the only undefeated team, but having drawn two of their games, only stand fourth on the table. Ayr, Polce, and Greenock all head them by one point, but with one more game played. Forfarshire are still in poor form, Carlton inflicting a defeat on them which has not been paralleled in their annals for many a year. A remarkable game was witnessed between the Glasgow High School F.P. and Glasgow Academicals, eight of the Academicals' wickets falling for six runs, 5 of which were extras.

COUNTRY CHAMPIONSHIP.

Fifeshire, 296; Perthshire, 74.

WESTERN UNION CHAMPIONSHIP.

Polce, 122; Kilmarnock, 64; Greenock, 103; West, 76; Ayr, 99; Ferguslie, 67.

CLUB MATCHES.

Glas. Academicals, 92; R.H.S., F.P.'s, 61.
Edin. Academicals, 102; Grange, 200.
Perthshire, 145 for 9; St. Andrew's Univ., 53.
Forfarshire, 202; Fife XI, 217.
Grange, 178 for 6; Watsonians, 86.
Glasgow, H.S., F.P., 176; Glas. Academicals, 50.
Stirling Co., 206; Cartha, 33.
Aberdeenshire, 287 for 8; Arbroath United, 59.

SILVER.

ITS EXTRAORDINARY POSITION.

In an article which is contributed by Mr. Benjamin White to the Banking Supplement of *The Times* he states that from the remarkable changes which took place in commodity markets the world over, either as a result of the war or of its aftermath, the silver market conspicuously was not exempt, for the sterling value of the metal touched the highest known point. Yet to-day, as a commodity, it has lost, perhaps indefinitely, much of the support customarily given it before the war. Other conditions being equal, the world value of silver has been permanently reduced, although the present price stands about 40 per cent. above the 1914 average. The highest record quotation—89½—was touched on February 11th, 1920, and was 413 per cent. that of the lowest record—21 11½—in 1902, and 344 per cent. of the price fixed on June 30th, 1914—20½. This is phenomenal, because, in effect, demonetization of silver has begun—partial in some countries, complete in others. Paper money alone circulates in many European countries, and silver currency is eagerly sought—notably in the Succession States—and remitted to London for realisation.

Several factors have intervened to nullify—probably only for a limited period—the powerful effect which demonetization of silver should have upon the price of the metal. The great reduction in the world production of silver between 1914 and 1920 explains why silver supplies have not become oppressive. As to the world consumption of the metal, India has recently taken very large quantities. The position of China in the silver market is more complicated. Vast quantities of silver dollars, and were withdrawn during the stress of her monetary difficulties. All of this had to be met and was replaced when the price of silver fell back to reasonable figures. Rouble notes used to circulate freely in the heart of Asia, and in Siberia, on the borders of Persia, India, and China they were welcome currency. The collapse of Russia and the utter destruction of her note system destroyed the simple faith of the dwellers in the centre of the Asiatic continent. They would take nothing but a precious metal—particularly silver—in payment. Hence China became an almost constant buyer, and combined with India to create an unusual demand for the white metal. In the midst of this inquiry arose grave disquiet in 1920 owing to the failure of several foreign and native banks. This led to a distrust of paper money in China itself, where the use of notes had been carried almost to an excess. The Chinese particularly delight in British banknotes, and there have been occasions when they have been at a premium to the silver dollars in which the notes promise to pay. Coupled with widespread speculation in exchange and the opening of many new foreign banks in China—each requiring silver reserves—the metal was last year in great request in that quarter.

Trade conditions in Europe and America have not enabled Eastern goods—either Chinese or Indian—to find a ready market. Hence whatever inquiry for silver there has been during the twelve months preceding March, 1922, has been due to special causes, or to the exchange of gold for silver—according to the Eastern estimation of dearness or cheapness. Eastern communities are experts in exchanging one metal for another, and rarely fail to make a profit. The special influences which have been at work in China may disappear, confidence be regained in the note issues in that country, and civil discord be appeased. Yet as Europe has ceased to purchase silver for coinage purposes, the price of silver can only be put on a firm basis by free purchasing of Eastern goods.

THE CONDUCT OF LASCARS ON THE "EGYPT."

A story of the *Toll Mall Gazette's* Chatham correspondent that as a sequel to the *Egypt* disaster British ex-naval seamen are replacing lascars on some large ships, is entirely discredited in authoritative quarters, says a London cable to Indian papers. It is pointed out that the Board of Trade inquiry into the *Egypt* disaster has not yet been held, and the merchant shipping committee has not even discussed the question of replacing lascars.

When the mail steamer *Macedonia* arrived at Bombay last month with over one hundred of the crew of the *Egypt* whom she took aboard at Brest where she called eight days after the disaster, reporters interviewed the lascars and stewards. They emphatically denied that they fought with knives and revolvers to get to the boats. They admitted that when the passengers were taking to the boats some of the crew got in too, but they denied there was a fight for room. The Goanese stewards denied they created a panic or struggled to get into the boats and they were certainly not armed with revolvers.

FIT-U PINCE-NEZ

Is the latest of the finger operated eye-glass mounting and has been designed to avoid all the objectionable features of this type of mounting. The long coil springs of the Fit-U prevent spring breakage, and can be instantly adjusted to give more or less pressure on the nose. The nose clips are of special shape to prevent slipping. Fit-U Pince-nez of any metal are obtainable from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, the most competent optical manufacturing establishment in the Colony—located in 53, Queen's Road Central—Aoy.

INTIMATIONS

ROYAL HONGKONG YACHT CLUB. BATHING SEASON, 1922—REDUCTION OF SUBSCRIPTION.

MEMBERS' FRIENDS may become Bathing Members at a charge of \$15.00 for Double Tickets and \$8.00 for Single Tickets from July to October inclusive, on entering their names, together with the names of their proposers, in the register provided for that purpose at the Club House, when Bathing Tickets will be issued.

By Order of the General Committee,
F. G. VAUN,
Hon. Secretary.
Hongkong, 30th June, 1922. [1174]

HONGKONG TRAMWAY CO., LTD. (INCORPORATED IN THE UNITED KINGDOM.)

NOTICE.

CERTIFICATE No. 2691 for 200 Shares of this Company in the name of Dr. Jau Hwa of 77, Queen's Road Central, Hongkong, has been LOST or STOLEN, and NOTICES IS HEREBY GIVEN that unless the said Certificate is produced at this Office within 30 days from the date thereof, a duplicate Certificate for the said Shares will be delivered to Dr. Jau Hwa, and the original Certificate will thereafter be deemed cancelled and of no effect.

W. E. ROBERTS,
Secretary.
Hongkong, 15th June, 1922. [1129]

NOTICE.

IT IS HEREBY NOTIFIED that on and after SATURDAY, the 8th instant, the Supply of Water in Kowloon will be turned on in the Public Mains during the following hours only:—
Shamshui and Fuk Tsun Hwang and Tai Kok Tsui.
Kowloon City and Ma Tan Wai.
Yau-mai, and Mongkok District, West of Coronation and Nathan Roads and between Fife Street and Austin Road.
Hung Hom and Kowloon City Road.
7 a.m. to 10 a.m.
From the East side of Coronation Road and including Ho Mun Tin.
South of Gascoigne and Austin Roads.
7 a.m. to 10 a.m. and 3 p.m. to 5 p.m.
T. L. ECKHART,
Water Authority.

Public Works Department,
Hongkong, 6th July, 1922. [1203]

NOTICE TO CONSIGNEES.

The Steamship "NIPPON."
From TRIESTE, VENICE, BRINDISI, PORT SAID, ADEN, COLOMBO, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed, their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5th. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 21st inst., or they will not be recognised. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 11th inst. at 10 a.m. No fire insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents. [1186]

"PREPAID" WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes AEC, QV, RF, RU, RV, TA, TH.

WANTED.—Gentleman with 1st Class experience in Export, Import, Shipping, Insurance and Bookkeeping seeks position. Excellent references. Replies to H.L.C., c/o Daily Press Office. [196]

WANTED.—Experienced Draughtsman in Architectural and Constructional Steelwork required by local Company. State age, Experience and Salary expected. Apply Box T.L., c/o Daily Press Office. [193]

TO BE LET.—Furnished, for Two months from 15th July. No. 53, Robinson Road—approachable by Car. Apply DOUGLAS LAFAY & Co., 20, Des Vaux Road. [190]

FOR SALE.—MOTORBOAT "OOZIEZ." Length 28 ft., Beam 7 ft., 800 W.P. Engine, New Bosch Magneto, Speed about 8 miles, 6' 6" Cabin, Lavatory, Pantry, Electric light throughout, Ice Chest, etc. Price \$4,000. Apply Box T.R., c/o Daily Press Office. [192]

TO LET.

5-ROOMED HOUSE on the Peak occupation per August 1st. Unfurnished. Those taking over entire furniture will have preference. Apply under Letter A.B.C. this paper. [1180]

TO LET.

From 1st July, 1923 or Earlier if Required. SUITE of 5 OFFICES, 2nd FLOOR of 15, 16, 17, 18 & 19, Connaught Road Central, Verandah to each room FACING HARBOUR, LIFT from the Ground Floor. Apply Box 750 c/o Daily Press Office. [150]

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Shaukei with modern 2 storied brick and concrete building suitable for office and general. Further details apply. W. G. HUMPHREYS & Co. [485]

THE WATER SHORTAGE. OFFICIAL RETURN OF CONSUMPTION FOR JUNE.

We publish below, in full, the water return for the month of June, in view of its interest at this time of shortage. It shows that, whereas last year the reservoirs were full to overflowing at this time, this year they are anything from 21 to 63 feet below the overflow level. Hongkong, on July 1st, had 473 million gallons, as compared with 2,102 millions last year; Kowloon had only 92 millions as compared with 352 millions last year.

It will be noted that the consumption of water on the Island has not been materially lower per head of the population, during the drought, than it was last year in a time of plenty, hence it is not surprising that severe restrictions have had to be put into force. In Kowloon, restrictions from the 8th to 23rd produced a diminution in the consumption, though not as marked as could have been wished.

Kowloon Reservoir is stated by a passer-by to be so low as to have the appearance of a muddy pool, but it is some satisfaction to know, on the authority of the Government Analyst that "the water is of excellent quality." As George Robey used to sing, "What was there, was good."

There is, at the moment, five weeks' supply in the reservoirs of Hongkong and about the same in Kowloon, on last month's figures of restricted consumption. The following is the Water Return for June:

WATER RETURN.

Level and Storage of water in Reservoirs on the 1st July, 1922.	1921	1922
CITY AND HILL DISTRICT WATER WORKS LEVEL		
Tytan ... Level with 16' 0" over flow	24' 12"	24' 12"
Tytan Bywash ... 24' 12"	24' 12"	24' 12"
Tytan Intermediate ... 48' 12"	48' 12"	48' 12"
Tytan Tuk ... 63' 6"	63' 6"	63' 6"
Wong Nei Chung 14' 0" below over flow	24' 12"	24' 12"
Pokfulam ... Level with 21' 10" over flow	24' 12"	24' 12"

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1921	1922
Tytan ...	384.80	103.12
Tytan Bywash ...	22.37	1.07
Tytan Intermediate ...	135.80	23.16
Tytan Tuk ...	1412.00	310.41
Wong Nei Chung ...	11.2	5.9
Pokfulam ...	963.0	21.0
Total 2,102.27	473.79	

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of June.

	1921	1922
Consumption ...	258.59	201.72
Estimated population 350,000	301.180	
Consumption per head per day	24.5	21.1

Constant supply in all districts during June of both 1921 and 1922 with the exception of the Districts West of Eastern Street and Arsenal Street to Heard Street where intermittent supply by Rider Mains was resorted to from 12th and 18th June, 1922.

KOWLOON WATER WORKS LEVEL.

	1921	1922
Kowloon Gravita. (Level with 39' 9" below Reservoir over flow)	352'50	63'25

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1921	1922
Kowloon Gravita. (Level with 39' 9" below Reservoir over flow)	352'50	63'25

Consumption of water in Kowloon in millions and decimals of gallons during the month of June.

	1921	1922
Consumption ...	52.69	48.85
Estimated popn. 130,420	134,460	
Consumption per head per day	12.4	11.2

Restricted supply from 8th to 23rd inclusive.

The Government Analyst's reports show that the water is of excellent quality.

T. L. PERKINS, Water Authority, Public Works Department.

LICENSE TWELVE MONTHS OUT OF DATE.

MAGISTERIAL COMMENT.

The summons against the United Motor Company for storing gasoline without a license was heard by Mr. Hamilton at the Magistrate's yesterday afternoon.

Mr. G. G. N. Tinson, who defended, said the Company admitted having committed a technical offence, but he thought the Police might have shown more consideration and have mentioned to the manager, or the proprietors, that the license was overdue. It was usual to send motor-car licensees a reminder when their licenses were due for renewal. In the case of an European firm carrying on a business of this description a warning might reasonably have been given.

Sergeant Stimson, who was in charge of the case, mentioned that the license was twelve months overdue.

The Magistrate: And they have not been summoned until now? There seems to have been some slackness.

A fine of \$5 was imposed.

THE BLAKE PIER AGAIN. FILIPINO STUDENT CAUSES TROUBLE THIS TIME.

There has been more trouble on Blake Pier and it is quite apparent that the police on duty there find the collecting of the two-cent fee charged for occupation of the seats at the head of the Pier a source of irritation to many people. Two cases of disturbances have already been reported this week, and yesterday another case was heard at the Magistrate's, before Mr. Hamilton. The alleged offender on this occasion was a Filipino American student named Basilio Pagurayan, and the charge preferred against him was that of disorderly behaviour in that he assaulted a Chinese constable in the execution of his duty.

The Constable stated that about 11 a.m. he was going round the benches examining the tickets of those who occupied the seats, and learnt that defendant and two other Filipinos who occupied a bench, had no tickets. Two of the Filipinos got up and went away; when witness requested them to do so, but defendant remained and refused to buy a ticket. He was asked three times to do so and on the third occasion the Filipino struck witness on the cheek. A police-whistle was blown and the man was arrested.

The defendant's story was that he was leaning on the back of one of the benches with his two friends, one of whom was a ship's officer, and the other Secretary of the Manila Mansion Hotel. "The man speaking before you," said the defendant to the Magistrate, "is a student from the United States." Continuing, the defendant said the constable came along, produced a ticket, and asked him to pay for it. He saw no reason why he should pay for it, whereupon the constable pushed him and used bad language in Chinese. The defendant then added, "I never allow a man to strike me first, so I knocked him out!"

The Magistrate decided to put the case back in order that the defendant would have a chance of producing his friends as witnesses.

DISTURBANCE AT SHAUKIWAN.

INDIAN CONSTABLE MORDED.

A disturbance took place at Shaukiwai on Thursday evening which has resulted in the arrest of a carpenter, an accountant and a clerk from the Tung Lee Chan Distillery.

This disturbance is said to have arisen over the arrest of a coolie belonging to the firm by an Indian constable. The coolie was carrying merchandise and is alleged to have caused an obstruction in the road. When asked by the constable to remove the goods he is said to have become insolent. The Indian arrested him. He had not proceeded more than half-a-dozen yards towards the station, however, when about 25 folks from the shop rushed him and tried to release the man in custody. A police whistle was blown and a number of police rushed to the scene. There is said to have been a free fight and some heads were broken including the Indian constable's.

Finally three men were arrested and a passing tram-car was procured to take the police and their prisoners to the Shaukiwai Police Station.

The men were charged with disorderly behaviour at the Magistrate's yesterday morning, and the case was put back for hearing until this morning.

TRAFFIC "SEMAPHORES."

INDIAN CONSTABLE GIVES A DEMONSTRATION.

Mr. Hamilton spent some time at the Magistrate's yesterday afternoon in trying to persuade an Indian constable to stop verbal explanations and show what the signal was that he gave a motor-car driver at the four cross-roads near the Po Hing Theatre, Kowloon, on June 17th.

"I am afraid you will have no success," remarked Inspector Garrod. "I had him in my office for half an hour the other day, semaphoring, and I could not make out what signal he gave."

"I have noticed the same thing at the bottom of Garden Road," rejoined the Magistrate. "They wave their arms about until nobody knows what they mean."

The constable, who had not benefited much from daily instruction in traffic duties, wound his arms around himself as though in dire agony and the defendant, who saw he was going to get off, smiled cheerfully. A long list of previous convictions for furious driving would be kept from the Magistrate's ears.

The Magistrate decided that it was quite possible the defendant misunderstood the signal and discharged him with a caution.

A CHAPTER OF ACCIDENTS.

A larger number of casualties than usual were contained in yesterday's police reports, including two fatalities and several serious accidents.

CHINESE WOMAN JUMPS OVERBOARD CANTON STEAMER.

On the voyage from Canton to Hongkong a Chinese woman aged 25 years jumped overboard the s.s. *Kwong Sai* just at the mouth of the Canton river. The ship was stopped and a search was made of the spot where the woman was last seen, but without success.

FATAL VERANDAH ACCIDENT.

A Chinese aged 25 was found lying unconscious in the roadway outside No. 88, Second Street. The man was removed to the Government Hospital where he died shortly after admission. He is said to have been sleeping in a bunk on the second verandah when he rolled out and tumbled into the street below.

MOTOR ACCIDENT: DRIVER BEATEN BY INDIGNANT COOLIES.

A coolie was knocked down by a motor-car outside The Yik Godown, on Thursday at 5 p.m., and slightly injured. The injured man refused to be taken to hospital. A number of coolies, who witnessed the accident, surrounded the car. No. 211, which belonged to the Wanchai Garage, and dragged the driver from his seat. They beat him, tore his coat off from his back, stole his licence, an order for petrol and the sum of \$2 in money. Having thus given vent to their feelings, the coolies disappeared on the appearance of the Police.

FATAL VERANDAH RAILING CAUSES ACCIDENT.

A small Chinese child living at No. 88, Koshing Street, second floor, whilst playing on the verandah, climbed on to the verandah railing which gave way. The child was precipitated into the street and seriously injured.

SERIOUS MOTOR-BUS ACCIDENT.

A serious motor-bus accident is reported from the Hung Hom district. A Chinese boy aged 13 years was knocked down by bus 618 in Berkeley Street. His right thigh was fractured and both legs seriously injured. The boy, it appears, was playing ball on the footpath when he suddenly dashed across the road, directly in front of the moving bus.

A PECULIAR ACCIDENT.

Flying a kite was the cause of a peculiar and unusual accident on Thursday. A youth, aged 19 years, was flying kite in Main Street, Kowloon City, when the kite became entangled in the telephone wires overhead. The youth climbed the telephone pole, and stepped onto the wires in the hope of releasing his toy. Directly he touched the wires he received a severe electric shock, lost his hold, and fell into the street below. The youth, in addition to suffering from burns, caused by the contact, was badly injured by the fall. He is now in the Kwong Wah Hospital.

BOY KNOCKED DOWN BY SANITARY CART.

A sanitary cart, whilst descending the Pokfulam Road into Second Street, knocked down a small boy who had run in front of the cart. The right wheel of the cart passed over his leg. The sanitary foreman of the district had the boy sent to Hospital.

"THE GLORIOUS FOURTH."

AMERICAN SOLDIERS' JOY RIDE FROM MANILA.

Two American soldiers named Rudolph Herodes and Harry Higgs, from the Fort Mills, Manila, were charged yesterday, with being stowaways on board the s.s. *Empress of Asia*.

In reply to Mr. Lindsell the second defendant, Higgs, admitted that he was on the boat. He then added, "I was drunk when I got on her. I got a pass for the day and I was 'too stewed' up to remember anything about it."

The first defendant said the same story applied to him. He then stated they were both soldiers in the U.S. Coast Artillery. Mr. A. Cater, the Master at Arms on the *Empress of Asia*, said the men were discovered on the boat deck on the previous morning. Herodes was drunk, but the other man had "sobered up."

They were discovered by some Chinese seaman. One of the men was trying to get into a small dog-house. He had squeezed his head and shoulders in and with difficulty he was dragged out. Mr. Cater added that it was the 4th of July when the vessel was at Manila, and soldiers kept coming on board all day long.

The Magistrate: So you think there is something in their story then? Mr. Cater: I think there is. I do not think they intended to desert.

The Magistrate to defendants: I should imagine that you will get into some trouble when you get back to Manila. The second defendant: I want to get back to my Company quickly.

The Magistrate: Yes, I see. It is a military offence to get drunk like this, especially when you are liable to be taken out of your country where you have joined for service. However, I accept your explanation. You can go. Arrangements will have to be made to send you back to Manila as soon as possible.

CANTON NEWS.

[FROM OUR OWN CORRESPONDENT.]

CANTON, July 26th. There is hardly any news of sufficient interest to report. The situation remains practically unchanged.

HEUNGSHAN.

Chan Wing Han's expedition is firmly established at Shekdi in Heungshan having met with very little resistance from the "People's Army" under Ng Tit Sing, the pro-Sun magistrate. Merchants with connections in Heungshan and surroundings have received letters, mentioning looting by the "People's Army" prior to their fleeing. Chan's expedition will now proceed with the job of rounding up the scattered elements of the outlaws.

NORTH RIVER.

Owing to strict censorship, very little authentic news comes into Canton concerning what is going on in this area. A small number of casualties have come into Wong Sha by train and more troops have been sent up.

THE RIVER STEAMERS.

The river steamers are all coming and going by the Honam "back reach." This it is said, is in order to avoid trouble, which is liable to occur on the other route.

The gunboat *Tung On* which had previously anchored in the Honam back reach left for an unknown destination at 3 p.m. on Tuesday and returned to her station yesterday. It is also reported that the Canton authorities have requisitioned a number of launches for temporary use.

THE CENSORSHIP OF THE PRESS.

Young Kwun Yu, one of Chan's officers who was reported as being wounded during the first week of the trouble, is rumoured to have died in a Canton hospital. The Chinese press makes no mention of this, but judging from the many blank spaces in the Chinese papers the censors seem to keep a sharp eye on the news. An enquiry at the hospital where Young is reported to have been treated was fruitless, as the hospital authorities were very reticent.

COMMANDERING LABOUR.

One hears reports of the pressing into service of pedestrians as coolies by military forces in the old city where most of the Yamen are. The peculiar interest about some of these stories is that some of the unfortunate ones can get off by paying a consideration and procuring a substitute from the soldiers.

SPORT.

TENNIS LEAGUE.

As stated last week the Indian Recreation Club have won the "A" shield with an unbeaten record.

On Saturday the Hongkong Club decisively beat the U.S.R.C. and are thus bracketed with them for second place.

The Club de Recreo whose programme was very much in arrears gave the H.K.C.C. a walk over and the only two matches remaining to be played are the Club de Recreo v. Civil Service and v. the Mitsui Bussan Kaisha and neither match can alter the positions of the three bottom clubs.

In the "B" Division Queen's College were again unfortunate to be beaten by the narrowest possible margin—50-59, and this leaves the Indians and the Chinese equal in points at the head of the table. K.O.C. and Q.C. are next in order and were only beaten by the leaders.

The shields will be presented by Mrs. Seyern at the I.R.C. ground on Saturday, July 15th, and an exhibition match I.R.C. "A" v. the Rest will be played, when the Rest will be represented by R. Hancock and Hy Hancock; Ng See Kwong and "Pay-Liut," Com. Worthington, Fincher and B. Townsend. The "B" team v. the Rest has not yet been chosen.

LEAGUE TABLES.

	P.	W.	L.	Pts.
I. R. C.	7	7	0	7
U. S. R. C.	7	5	2	5
H. K. C. C.	7	3	3	3
C. R. C.	7	4	3	4
K. C. C.	7	3	4	3
C. S. O. C.	6	1	5	1
M. B. K.	5	1	5	1
C. de R.	5	0	5	0

"A."

	P.	W.	L.	Pts.
I. R. C.	9	8	1	8
C. R. C.	9	8	1	8
Q. C.	9	6	3	6
K. C. C.	9	6	3	6
University	8	5	3	5
M. B. K.	8	4	4	4
Police	8	3	5	3
C. C. C.	8	2	6	2
C. S. C. C.	8	2	6	2
Club de R.	8	0	8	0

HOUSE KEEPING AIDS

AT LANE CRAWFORD'S

"REDIO" SELF CONTAINED POLISHING CLOTHS FOR SILVER & BRASS.	QUALITY & SERVICE	"VONO" THE NEW KNIFE MACHINE. SOON SAVES ITS COST.
WIRE MEAT COVERS. FLY SWATTERS. SAUCE PAN CLEANERS.		"JUDGE" BRAND ENAMELLED SAUCE PANS. STEW PANS, &c. THE BEST MADE.
"O-CEDAR" MOPS & POLISH. CLEANSERS WHILE IT POLISHES.		TRY THE "VACUUM" CLOTHES WASHER. NO BOILING RUBBING. SCRUBBING.

PHONE 1741. HARDWARE DEPT. PHONE 1741.

LANE, CRAWFORD, LTD.

A NEW STOCK OF BAROGRAPHS.

The Special Self Recording Barometer

AND The B.O.T. Pattern Marine Mercurial Barometer

AT LANE, CRAWFORD, LTD., HONGKONG.

COLUMBIA RECORDS

FOR JUNE-JULY.

JUST RECEIVED

AT ANDERSON'S

(OPPOSITE CITY HALL).

Wm. Powell & Co. LTD. TELEPHONE 3146.

GENTLEMEN'S TAILORS.

The Production of Cloths of the Better kind at Moderate prices has enabled us to keep always ahead of the times.

TAIPO CLOTH.

This ideal Summer fabric, we are now showing in many smart designs. "Taipo" Cloths do not shrink and will outwear any other Material.

CALL AND INSPECT THEM AT

10, ICE HOUSE STREET.

NEW ADVERTISEMENTS

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Society will be held at the Head Office of the Society, Nos. 3 and 4, Queen's Buildings, in the Colony of Hongkong, on FRIDAY, 18th day of August, 1932, at 11.00 a.m., for the purpose of considering and if thought fit approving the draft New Articles of Association of the Society which will be submitted to the Meeting.

A print of such new Articles and a print of the existing Articles may be seen at the Society's Registered Office at Nos. 3 and 4, Queen's Buildings aforesaid. Should the Meeting approve of such new Articles with or without modification the said Articles will be proposed as an Extraordinary Resolution, namely:—

"That the new Articles already approved by the Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Society to the exclusion of all the existing Articles thereof."

AND NOTICE IS HEREBY GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Society will be held at the Head Office of the Society, Nos. 3 and 4, Queen's Buildings aforesaid, on TUESDAY, the Fifth day of September, 1932, at 11.00 a.m., for the purpose of receiving a Report of the Proceedings at the above mentioned Meeting and of confirming if thought fit, as a Special Resolution, the above mentioned Resolution.

Dated this 8th day of July, 1932,
By Order of the Board,
C. MONTAGUE EDE,
General Manager.

BRITISH TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Head Office of the Company, Nos. 3 and 4, Queen's Buildings, in the Colony of Hongkong, on FRIDAY, 18th day of August, 1932, at 12.10 p.m., for the purpose of considering and if thought fit approving the draft New Articles of Association of the Company which will be submitted to the Meeting.

A print of such new Articles and a print of the existing Articles may be seen at the Company's Registered Office at Queen's Buildings aforesaid. Should the Meeting approve of such new Articles with or without modification the said Articles will be proposed as an Extraordinary Resolution, namely:—

"That the new Articles already approved by the Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of all the existing Articles thereof."

AND NOTICE IS HEREBY GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Company will be held at the Head Office of the Company, Nos. 3 and 4, Queen's Buildings aforesaid, on TUESDAY, the Fifth day of September, 1932, at 12.10 p.m., for the purpose of receiving a Report of the Proceedings at the above mentioned Meeting and of confirming if thought fit, as a Special Resolution, the above mentioned Resolution.

Dated this 8th day of July, 1932,
By Order of the Board,
C. MONTAGUE EDE,
General Manager.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Head Office of the Company, Queen's Buildings, in the Colony of Hongkong, on FRIDAY, 18th day of August, 1932, at 12.15 p.m., for the purpose of considering and if thought fit approving the draft New Articles of Association of the Company which will be submitted to the Meeting.

A print of such new Articles and a print of the existing Articles may be seen at the Company's Registered Office at Queen's Buildings aforesaid. Should the Meeting approve of such new Articles with or without modification the said Articles will be proposed as an Extraordinary Resolution, namely:—

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Dated this 8th day of July, 1932,
By Order of the Board,
C. MONTAGUE EDE,
General Manager.

NEW ADVERTISEMENTS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

5% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT of the HALF-YEARLY INTEREST due on 1st July, 1932, will be made on presentation of Coupon No. 20 at any of the undermentioned Banks, viz.:

HONGKONG AND SHANGHAI BANKING CORPORATION, Tientsin, Shanghai or Hongkong.
CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, Tientsin and Hongkong only.
BUNDO-ASIAN BANK, Tientsin and Hongkong only.

BANQUE DE L'INDO-CHINE, Tientsin and Hongkong only.
BANQUE BELLE POINTE, Tientsin and Shanghai only.
L'ETRANGER, Tientsin only.

The Interest, less Income Tax at 5% in the 2, will be paid on 1st July, 1932, at 11.00 a.m.

On 200 DEBENTURES: Per Coupon (Gross) £1. 0. 0. Less Tax at 5% in the 2 0. 0. 0. £1. 0. 0.

On 2100 DEBENTURES: Per Coupon (Gross) £11. 0. 0. Less Tax at 5% in the 2 0. 0. 0. £11. 0. 0.

On 4500 DEBENTURES: Per Coupon (Gross) £21. 0. 0. Less Tax at 5% in the 2 0. 0. 0. £21. 0. 0.

Payment will be made in Tels at the Demand. Buying rate of exchange of the day the Coupon is presented.

By Order,
THE KAILAN MINING ADMINISTRATION,
P. C. YOUNG,
Acting General Manager.

1204] THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

NOTICE TO HOLDERS OF SIX PER CENT. FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

NOTICE OF NEW TALONS WITH COUPONS 21 TO 40 ATTACHED.

NOTICE IS HEREBY GIVEN that the TALONS at the foot of the Debentures must now be detached and surrendered to the Tientsin Office of the Kailan Mining Administration.

Applications must be made in person or through a Banker or other duly authorised agent; applications made through the post cannot be dealt with.

All Talons must be listed on the proper forms which can be obtained on application at the Tientsin Office.

By Order,
P. C. YOUNG,
Acting General Manager.

1205] KAILAN MINING ADMINISTRATION.

THE ROYAL HONGKONG GOLF CLUB.

OWING to repairs to Cookhouse at the Club, the Clubhouse, Fanling, all meals ordered will be served in the Ladies' Clubhouse until further notice.

By Order,
PERCY SMITH, SEB & FLEMING,
(Secretaries and Treasurers).

1211] WE have this Day OPENED our Registered Office at 1A, CHATER ROAD.

IMPORT AND EXPORT MERCHANTS,
JAMES H. BACKHOUSE, LTD.,
Hongkong, 8th June 1932.

1216] S.S. "ANDRE LEBON"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Marseilles in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed at their risks into the hazardous and/or extra-hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignees before Noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter, Goods remained unclaimed after the 13th inst. at Noon, will be subject to rent and landing charges.

All claims must be made in to me on or before the 16th instant, or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas, on Thursday, the 13th inst., at 10 a.m.

No Fire Insurance has been effected.
A. JOHARD,
Actg. Agent.

Hongkong, 7th July, 1932. [1208]

THE BEN LINE STEAMERS, LTD.

FROM LEITH, ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENAVON"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GUNB, LIVINGSTON & CO. LTD., Agents.

Hongkong, 7th July, 1932. [1209]

NEW ADVERTISEMENTS

HONGKONG TENNIS LEAGUE.

THE SHIELDS.

WILL be presented to the winners in the "A" and "B" Divisions by Messrs. CLYDE SERVICE.

SATURDAY, July 16th, at the Indian Recreation Club Ground. Exhibition matches will be played by "The Rest" v. "Winners" in each Division, commencing at 4 p.m.

J. C. FLETCHER,
Hon. Secretary.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ (UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN (HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM ROTTERDAM, AMSTERDAM, HAMBURG, BREMEN AND GENOA.

THE Steamer

"ZOSMA"

having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 14th July, 1932, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 13th July, 1932, at 10 a.m., by Messrs. Goddard & Douglas.

Claims against the Steamer must be presented in writing within 10 days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the Underwriter in any case whatever.

Bills of Lading will be countersigned by JAYA-CHINA-JAPAN LIJN, General Agents.

Hongkong, 7th July, 1932. [1200]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA, PORT SAID, COLOMBO & STRAITS.

THE M.V. "GLENLUCE"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 14th July, 1932, at 6 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 14th July, 1932, at 10 a.m.

Claims against the Steamer must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 7th July, 1932. [1210]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"KUMSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 13th inst., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the Steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 7th July, 1932. [1215]

THE HONGKONG JOCKEY CLUB.

AN EXTRA GYMKHANA MEETING

will be held (weather permitting) at Happy Valley on SATURDAY, July 9th, commencing 3.45 p.m.

The Charge for admission will be \$1.00 for other than Members of the Hongkong Jockey Club.

Soldiers and Sailors in uniform half price.

The Stewards invite the Ladies of Hongkong to be present.

[1168]

NOTICE OF REMOVAL.

WE HEREBY GIVE NOTICE of our REMOVAL to new Offices on 2nd Floor of No. 44, DES VOUX ROAD, CENTRAL, from 1st July, 1932.

CAWASSEE PALLANJEE & CO. [1179]

NOTICE.

R. H. SKELTON, A.R.S.M., A.M.C.I.M.M., has severed his connection with Messrs. JARDINE, MATHESON & Co., Ltd., as from 5th July, 1932, and is in practice as Consulting Mining Engineer and Geologist at 14, PRINCE ST. (Second Floor), Hongkong.

Telephone 215.

Examination and Valuation of Mineral Properties, Advisory Work, and Technical Supervision.

Office at Room 4, Fourth Floor, Union Buildings, after 1st August, 1932.

INTIMATION

Just received, fresh and in excellent condition

H. D. FOSS & CO'S

HIGH CLASS AMERICAN

CHOCOLATES.

"Quality Folks"

in 1 lb. boxes

"As you like it"

in 1 lb. boxes

"Ideal" in 1 lb. boxes

A. S. WATSON & CO., LTD.

Hongkong Dispensary.

HONGKONG OFFICE: 10A, DES VOUX RD., C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 8TH, 1932.

THE CANTON PUZZLE.

It is not easy to assess the value of the telegram from Canton which appears to have aroused so much interest in Peking.

According to the message we published a day or two ago this was a telegram addressed to President Li Yuan Hing purporting to be signed by all the members of the Provincial Assembly of Kwangtung, "proposing the abolition of the Canton Government, in favour of the Central Government." From a London cable published to-day it will be seen that the Times had got it as a message from the "Provisional Assembly of Kwangtung," which it takes to mean the Parliament, but this body has given no official proof of its existence in Canton for over a year.

We have not noticed, nor have we been able to learn on inquiry, that this petition has been published in the Press of Canton.

It is strange that what purports to be a unanimous decision of this character, whether by the Provincial or the Provisional Assembly, should have been ignored locally. The fact that a strict censorship of the Press exists at present can hardly account for it, because it is all in favour of the party in power and would not be likely to be banned on that account.

All that we have been able to learn from the Chinese Press lately about the Provincial Assembly is of its repeated failures to hold a legal meeting owing to the absence of a quorum, and this tends to cast a doubt on the report that the telegram sent to Peking was "signed by all the members," if members of the Provincial Assembly are meant, while the members of the Old Parliament are so scattered that the reference can hardly be to that body.

The telegram received by President Li Yuan Hing would seem to be either a canard or to have been sent by a very small group.

To-day's cable from Peking tells us that as a result of the receipt of this telegram various public bodies including the educational institutions, and representatives of the United Chambers of Commerce have resolved to telegraph to Sen Yat Sen expressing their "appreciation of his meritorious services in protecting the law," but adding that since the Old Parliament has been reinstated the time has come to dissolve the transitional Government and abolish the Provisional Presidency.

We already know that Sen Yat Sen does not share this view, for just before his flight from the "Presidential Palace" in Canton he announced his views in the form of manifestos to the Powers and to the Chinese people.

Sen Yat Sen is not prepared for self-extinction. He is firmly persuaded that nothing right can be done by China, except under his direction. An excellent example of his enormous conceit was afforded in the declaration last Autumn made by him on the subject of Chinese representation at the Washington Conference.

The document contained inter alia the following paragraphs:—

"The Government of the Republic of China, whereof I am the duly constituted Chief Executive, affirms that no settlement of these questions is possible as long as China is not set free from the policy which is defined and elaborated in the Twenty-One Demands and further worked out in the series of secret agreements, loans and concessions concluded and granted by Hsu Shih Chang's administration in favour of Japan.

All other questions are subordinate to this menacing policy whose unchecked prosecution involves eventually an alien domination of China with her manpower and natural resources.

To secure her release from this policy of domination, China must be represented at the Conference by a delegation under the direction of an Administration of the Republic but is not committed, and is not compromised by its dealings and relations with the Foreign Powers pursuing that policy."

It was further affirmed in this declaration that "the moral disqualification of Hsu Shih Chang and his administration to state the case went to the root of Chinese representation at the Conference."

Yet, as everybody knows, the Peking delegation at that Conference succeeded without the aid of Sen Yat Sen and his Administration in getting China set free from the policy defined and elaborated in the Twenty-One Demands—to which menacing policy all other questions, in Sen Yat Sen's view, were subservient.

Not only was that great object won at the Conference, but Sen Yat Sen's *hétéroclite*—Hsu Shih Chang—has retired from the Presidency, and a new regime has been inaugurated at Peking, on the basis of the restoration of the old Parliament and respect for the Constitution.

Hsu Shih Chang has been replaced in the Presidency by Li Yuan Hing, an acknowledged apostle of constitutionalism, and a political programme has been outlined that must gladden the heart of the Chinese reformer.

If Dr. Sen Yat Sen were a practical statesman sincerely desirous of getting unity and peace re-established in China, he would accept and make the best of the situation. The Peking Government appears to have made many overtures to the members of the Southern Administration with a view to harmonious co-operation, and a heavy responsibility rests upon Dr. Sen Yat Sen if he deliberately chooses the rôle of a stirrer-up of strife to that of a peacemaker and practical statesman.

Messrs. James H. Backhouse, Ltd. announce the opening of registered offices at 1A, Chater Road as import and export merchants.

As other legal business has to be taken in the Supreme Court next week, the Penang millionaire will case has been adjourned *sine die*.

All efforts to get Mr. Tang Shao Yi to come out of his retirement and take the office of Civil Governor of Canton, or else to "join" the Cabinet in Peking, have proved unavailing.

The Hongkong Jockey Club's Extra Gymkhana takes place at Happy Valley this afternoon, starting at 3.45. If the number of entries for the meeting are a criterion the Gymkhana should prove the best so far held this season.

Extraordinary general meetings are called for Friday, August 18th, of shareholders of the Union Insurance Society of Canton, Ltd., the British Traders' Insurance Company, Ltd., and the China Fire Insurance Co., Ltd. for the purpose of approving, if thought fit, new draft Articles of Association of the respective Companies.

The report of the China Society for 1931-1932 notes the accession of new members, but the Society has to mourn the loss of Sir Patrick Manson, whose services to humanity at large are well known, and of Mr. John Carey Hall, a former member of the Council, who has a particular claim on the affectionate remembrance of the Society. It was largely owing to his active interest and energy, working in conjunction with Mr. Byrd, that the foundation of the China Society in the winter of 1906-7 became an accomplished fact. The accounts show a balance at the bank of £134, which is considered thoroughly satisfactory, though allowance has to be made for reprinting the list of members. The sale of publications during the past year has exceeded all expectations, and it is hoped, if funds permit, that something in the nature of annual transactions may be started before the end of 1932.

The St. Andrew's Church Bazaar, which held their annual Church Parade on Sunday morning at 11 a.m. Prior to the Service they will be inspected by Commodore H.E. Grace. The Commissioner will give a special address.

Three robbers are said to have entered a shop at No. 238, Shanghai Street, Yau-mat, early yesterday morning. One of the men, armed with a revolver, roused a widow who was asleep at the time. She pluckily gave the alarm and the robbers, without stealing anything, disappeared.

The Canton Times says: "For the last three weeks, many of the Chinese merchants have removed their goods to be stored in the godowns and banks in Shamsien. Yesterday all the banks and godowns in the Island refused to store any more of the goods, because there is scarcely any more room left, although high fees were offered for a small space."

An armed robbery is reported from Sham Shui Po. Four men entering a house, aroused the master, and asked where he kept his savings. He replied that he had none. The cubicle was searched but nothing was found. In a coat is an adjoining cubicle they found the sum of \$2. A small servant girl, hearing the disturbance, climbed over the verandah into the next house, raised the alarm and the men bolted.

The ships of the China Station, says a Naval writer in a Home paper, have been reduced to the very limit of safety, and it is not at all satisfactory in view of certain things that are transpiring in the Far East that such a state of affairs should obtain. The safety of that part of the Empire is resting on the Navy, and any tampering with it is a danger to British interests. Between reducing the number of ships in recent years and placing a number of others in the reserve the Admiralty is bringing contemptible chess-playing to a very fine art.

A hawker's method of defrauding the Government was described by Sgt. Elston to Mr. Lindsell at the Magistracy, yesterday. When asked by the Police officer for his licence the man said: "Oh! please wait one minute." He then went round the corner and borrowed a squatter's licence from a hawker friend. Suspecting the man's action Sgt. Elston challenged the hawker round the corner. He also asked the "Pompan" to wait, and, in like manner disappeared round the corner and presently returned, grinning broadly, holding out the same licence that had already been produced. Investigations led to the arrest of the first man. Mr. Lindsell imposed a fine of \$3 for hawking without a licence.

Some confusion having arisen in connection with the projected voyage round the world by the steamship *Orantes*, renamed *British Trade*, and the voyage arranged for another vessel under the auspices of British Trade Ship, Limited, of which Earl Grey is chairman, the promoters of the latter scheme wish it to be understood that the *Orantes*, or *British Trade*, has no connection with British Trade Ship, Limited, whose proposal is to build a special ship for the purpose of an exhibition, and send her round the world in 1932. The intended voyage of the *Orantes* follows closely the itinerary sketched out for the British Trade Ship, but Earl Grey and his co-directors desire to make it clear that their company is in no way responsible for any arrangements in connection with the *Orantes* voyage.

The buoyancy of Chinese bonds is a continual source of surprise, states *The Times* in a recent money article. One important factor is that Chinese bonds are well held by investors who understand the character of the security and realise that political difficulties hardly affect it. The real strength of Chinese bonds, of course, lies in the fact that they are secured, in the case of loans on the Customs, by what in effect is an international guarantee; the same applies to those secured on the Salt Gabelle; while railway loans are protected by foreign control of the receipts. The Treasury note flotations known as the Marconi and Vickers loans are in quite a different category, for there is no security for them other than the credit of the Chinese Government, which for the moment is definitely bankrupt, both at home and abroad.

The report of the accession of new members, but the Society has to mourn the loss of Sir Patrick Manson, whose services to humanity at large are well known, and of Mr. John Carey Hall, a former member of the Council, who has a particular claim on the affectionate remembrance of the Society. It was largely owing to his active interest and energy, working in conjunction with Mr. Byrd, that the foundation of the China Society in the winter of 1906-7 became an accomplished fact. The accounts show a balance at the bank of £134, which is considered thoroughly satisfactory, though allowance has to be made for reprinting the list of members. The sale of publications during the past year has exceeded all expectations, and it is hoped, if funds permit, that something in the nature of annual transactions may be started before the end of 1932.

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

THE DUBLIN INFERNO.

DUBLIN BACK TO NORMAL.

London, July 28th.

Quiet reigns in Dublin, which is resuming its normal aspect. Business institutions have reopened and are now dealing with an accumulation of work. The Fire Brigade has succeeded in overcoming the fires in Sackville Street, where the damage is estimated at £5,000,000.

PROVINCIAL SITUATION STILL SERIOUS.

Mr. O'Brien and Sean O'Kelly who were among those arrested, have been released and it is stated that de Valera, with Austin Stack, escaped from the Grasmere Hotel three days ago, and are now in charge of a flying column some dozen miles outside Dublin.

The Provisional Government's call to arms met with an enthusiastic response, queues of recruits waiting to enlist all day long.

It is thought that although the battle of Dublin is now won, the Provisional Government is faced with the menace of Civil War in the Provinces.

POSITION STILL CRITICAL IN SOME COUNTRY AREAS.

London, July 28th.

With the end of the Dublin drama, the National forces are devoting their attention to the rebels in the country, and the process of rounding up is beginning.

The position is critical at Enniscorthy, County Wexford, where the Irregulars and the National troops occupy different premises, and a battle is threatened. National reinforcements are en route.

Fighting is reported from Tipperary Westmeath, King's County and Leitrim, but the National forces are generally gaining the upper hand.

Irregulars wrought havoc at Sligo before escaping, and heavy casualties in various areas are rumoured. But reliable details are unobtainable. The National forces have taken numerous prisoners.

Mrs. McSwiney and Kathleen Kevin Barry were immediately released, and some reports from Dublin state that de Valera has been wounded.

BRITISH WAR SHIPS IN CORK HARBOUR.

London, July 28th.

Five British naval sloops have arrived in Cork Harbour.

REPUBLICANS CLAIM WIDE SPREAD SUCCESSES.

A Republican Bulletin issued on Wednesday, asserts that the Republican forces are rapidly progressing, and claims they have captured Free State posts at Mount Bellow, Coghallow, Collooney, Cosligo, Ballinamore, Coletim, Enniscorthy, Wexford, Urlingford, County Kilkenny, Ebbibreen, Listowel, Foynes, Newcastle West, Abbeyfeale, Broadford and Ballingarry, also the last remaining Free State post at Connemara.

Five incendiary fires broke out in Belfast last night but were extinguished without any serious damage being caused.

EARLIER CABLES.

A SCENE OF DESOLATION.

London, July 28th.

Five were killed and 14 wounded in Dublin yesterday, bringing the total for the week to 45 killed and 280 wounded. The Army Bulletin this morning says that the remnants of the Irregulars who surrendered at the Granville Hotel, Sackville Street, last night numbered sixteen (including two women), headed by O'Connor. After the surrender Cathal Brugha rushed out brandishing a revolver, and was wounded.

Sackville Street is to-day a terrible scene of desolation, the great volumes of smoke rising through the drizzling rain forming a huge pall overhanging the city. The buildings destroyed include Hamman's, the Crown, the Granville, and the Grasmere Hotels, the General Post Office, and the tramway offices, which all escaped the conflagration in the Easter rebellion of 1916. Some handsome new buildings since erected escaped the present fire.

A MORE HOPEFUL SITUATION.

London, July 28th.

Lord Birkenhead, in the House of Lords, referred to the formidable character of the Provisional Government's task in enforcing law and order throughout Ireland, notwithstanding that the insurrection had been crushed in Dublin. He said that cautious as he had been in the past, he was bold enough to believe that the situation was more hopeful than at any moment since the Treaty was signed.

LATEST CABLES.

THE FISCAL COMMISSION.

A SERIES OF RECOMMENDATIONS.

SIMLA, July 28th.

The Fiscal Commission, appointed last September, has concluded its labours and it is understood the report recommends discriminate protection and the abolition of countervailing excise duties and Imperial preference, where no economic loss is caused to India, also a free flow of foreign capital and the appointment of a Tariff Board, with the general industrialisation of the country.

INDIANS OPPOSE IMPERIAL PREFERENCE.

It is believed that unanimity was reached on the majority of points, but a note of dissent was signed by five Indians, which favours complete protection and opposes Imperial preference.

RUBBER PRODUCTION.

"ANGLO-DUTCH CONFERENCE"

London, July 28th.

Presiding at a meeting of the Sampang Java Rubber Plantations Limited, Mr. E. N. Bingley, in referring to The Hague resolution in favour of some form of Government legislation, said the final decision rested with the Dutch Minister for the Colonies and the Governor-General of the Dutch Indies. He had every confidence they would give their most serious attention to the matter and some form of Anglo-Dutch conference would result.

THE SURVIVAL OF THE FITTEST.

As regards the belief that in a struggle for the survival of the fittest, the Dutch Indies producers were best equipped to see the struggle through owing to their low cost of production, Mr. Bingley declared that in comparison the average cost of production in Ceylon, Malay States and the Dutch Indies estates would stand in the order named, as regards cheapness of production combined with sufficient upkeep.

GERMAN POLITICS.

THE CO-OPERATION OF VARIOUS PARTIES.

BERLIN, July 28th.

The centre democratic parties in the Reichstag, have forwarded a letter to the German People's Party, enquiring whether the latter is prepared to participate in the Government.

The letter assumes an agreement that the restoration of the State, and the conduct of the social policy, can only be carried out on a constitutional republican basis.

UPROAR IN PRUSSIAN DIET.

THE ARGUMENT OF BRUTE FORCE.

BERLIN, July 28th.

There were disorderly scenes in the Prussian Diet during the debate on the Protection of the Republic Bill. A hand-to-hand fight between members of the left and right wings ended in the suspension of the sitting.

RESPONSIBILITY FOR WAR.

NOTE IN THE FRENCH CHAMBER.

The Chamber of Deputies, after a debate on the responsibility for the war, voted its confidence in the Government by 532 votes to 65.

EARLIER CABLES.

BRITISH AERIAL SERVICE.

AN ALARMING OUTLOOK.

London, July 28th.

In the House of Commons, questioned regarding the recent threat of the Rolls-Royce firm to close down its aero-engine works as orders are not forthcoming, the Right Hon. F. Guest referred to the reduction in the Air Estimates whereby money was not available for large orders by the Air Ministry. The latter had made strong representations to the Government on the alarming outlook if the Rolls-Royce and other firms were compelled to close.

Mr. Lloyd George said the enquiry into our whole air position by a sub-committee of the Imperial Defence Committee was completed, but before the Government took action it would welcome the views of the Parliamentary Air Committee.

WARSHIPS FOR NOTHING.

AMERICAN GENEROSITY TO POLAND.

Washington, July 28th.

Senator France introduced a Bill in the Senate authorising the gift to Poland of six American warships destined to be scrapped under the Washington agreement.

WORLD'S TENNIS CHAMPIONSHIP.

LADIES' DOUBLES RESULTS.

London, July 28th.

At Wimbledon play was continually interrupted by rain and only a few matches were played.

The singles have now reached a most interesting stage, Patterson and Gilbert to-day qualifying for the semi-final. The former meets his fellow-countryman, Anderson, in what will probably be the greatest match of the tournament. Gilbert meets Lycett in the other semi-final.

In the second round of the ladies' doubles, a surprise was the defeat of Mrs. Beagish and Mrs. Satterthwaite by Mrs. Green and Mrs. McNair by 6/3, 8/4, while Mrs. Pencock and Mrs. Lambert Chambers had a most comfortable victory over the Americans, Mrs. Mallory and Miss Sigourney by 6/2, 9/1. Miss Ryan and Miss. London beat Mrs. Weston and Mrs. Welsh 6/0, 6/1.

U.S. COTTON DUTIES.

ALTERNATION IN THE SCHEDULE.

WASHINGTON, July 28th.

The Senate Finance Committee has approved changes in the cotton duties schedule, which on cotton cloth will not exceed 45 per cent. ad valorem, compared with the original rates, though in some cases the movement will exceed 60 per cent. There will be a straight duty of ten cents per lb. on 60 per cent. compared with 15 per cent. ad valorem, and seventy cents per dozen pairs on hose and half hose; 50 per cent. ad valorem on underwear and other apparel finished and unfinished, instead of a sliding scale of forty cents a dozen and 40 per cent. ad valorem.

SUDDEN DEATH OF SIR JOHN SANDYS.

FAMOUS SCHOLAR'S TRAGIC END.

London, July 28th.

Sir John Sandys fell dead whilst walking to the Senate House at Cambridge to witness the conferring of honorary degrees on the Duke of York, ex-President Taft and others.

[Sir John Edwin Sandys, who was 73 years of age, was Public Orator at Cambridge University from 1876 to 1919. He was a great scholar and writer and the author of many books on classical subjects.]

FRANCO-AMERICAN WIRELESS-TELEGRAPHY.

POWERFUL STATION OPENED.

PARIS, July 28th.

The wireless-telegraph station at Saint Assise, the most powerful hitherto constructed, was unofficially opened for communications to New York. Americans say that the communications are the clearest ever received from France. The new station will be placed at the disposal of the public as soon as the Government's authorisation has been accorded.

NEW RADIO SOUNDING DEVICE.

VALUABLE ADJUNCT TO NAVIGATION.

WASHINGTON, July 28th.

Mr. Roosevelt, Secretary of the Navy, announces the success of tests of a new radio sounding device which instantaneously registers ocean depths by measuring the time the sound takes to travel from the ship to the bed of the ocean and back. He predicts it will be of great value to navigation.

DUTCH ELECTION RESULTS.

AMSTERDAM, July 28th.

The results of the election at Amsterdam so far are that five Socialists, including Dr. Troelstra, one Communist, ten members of the Right, and one Left Liberal have been returned.

BRITISH WORLD FLIGHT.

ATHENS, July 28th.

The aviator Major Blake has departed for Crete.

FATAL RAILWAY ACCIDENT.

FITTER'S COOLIE KNOCKED DOWN BY TRAIN.

A fatal accident occurred at Shum Chun Railway Station, near the border of the New Territories, on Thursday, which has resulted in the death of an employe of the Kowloon-Canton Railway. The man was a fitter's coolie and was engaged on Thursday testing the wheels of railway wagons. As he stepped back on to the main line he was knocked down by a passing train. Both his legs were amputated. He was rendered first aid and despatched post-haste to the Kwong Wah Hospital, Kowloon, where he died the same evening.

THE CALCUTTA SWEEP.

A LONDON PROSECUTION.

G. H. Yates, of King Street, Cheap-side pleaded guilty at the Mansion House Police Court, on June 14th, to a charge, under the Lottery Act of 1823, of printing in connection with the sale of the Calcutta Derby Sweepstakes tickets. It appears that he had 15,000 genuine tickets, costing 12s. 6d. each, which he offered from 25s. each.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

CANTON PROVISIONAL OR PROVINCIAL ASSEMBLY.

"THE TIMES" ON "A SIGNIFICANT DECISION."

London, July 28th.

A leader in the Times dwells on the significance of the report that the "Provisional Assembly of Kwangtung" has proposed the abolition of the Canton Government, in favour of the Central Government, says the Times, Kwangtung is the cradle of revolutionary China. If the Assembly of that province demands recognition of the Central Government, it is justifiable to assume that the cause of unification is three-fourths won, whatever the extremist adherents of Sun Yat Sen say or do, it may be the final blow to the hopes of that misguided man. Absolute assurance that the members of the Canton Parliament are willing to proceed to Peking as a body is still wanting, but the action of the Assembly will surely determine the attitude of the majority and eventually ensure the presence in Peking of a sufficient number to form a Parliamentary quorum.

[It will be noticed that this cable refers to the "Provincial Assembly" as the source of the message. Some allusion is made to the subject in our leading article to-day.—Ed.]

CAUSES STRIFE IN PEKING.

PEKING, July 28th.

The Canton Provincial Assembly's telegram has aroused the widest interest in Peking, and various public bodies, including educational institutions and representatives of the united chambers of commerce, have resolved to telegraph Sun Yat Sen expressing their appreciation of his meritorious services in protecting the law, but adding that since the Old Parliament has been reinstated, the time has come to dissolve the transitional Government and abolish the provisional Presidency.

CHINESE LEGATION'S WELCOME TO MR. ALFRED SZE.

SINO-AMERICAN RELATIONS NEVER BETTER.

London, July 28th.

Mr. Chao Hsin Chu (Chinese Charge d'Affaires) when presiding at the Chinese Legation's official welcome to Mr. Alfred Sze on his return from Washington, paid tribute to Mr. Sze's distinguished services during his six years' stay in London, to which could be ascribed much of the present good understanding and close relationship between Britain and China.

Mr. Sze, in the course of his reply, declared that Sino-American relations had never been so friendly as at present. He was greatly impressed, during his sixteen months sojourn in America, by the universal desire of Americans to know American-Chinese. At present there were over 2,500 Chinese students in American universities and colleges. This number was larger than in England, but he hoped that Chinese students in England would increase in numbers in the near future, as a result of the labours of the British Committee, of which Sir John Jordan is chairman.

TURNING-POINT IN CHINESE POLITICS REACHED.

Turning to the present situation in China, Mr. Sze said he was confidently of the opinion that the important question of Chinese domestic politics would be settled before the year was ended. China was now at the turning-point and realised the necessity for maintaining a strong, stable and united Government.

BANQUE INDUSTRIELLE DE CHINE.

SENATOR PERCHOT'S PARLIAMENTARY IMMUNITY REMOVED.

PARIS, July 28th.

The Senate has removed the Parliamentary immunity hitherto enjoyed by Senator Perchot, of the directorate of the Banque Industrielle de Chine.

THE SHANTUNG QUESTION.

PEKING, July 28th.

A communiqué issued to-day states: A meeting of the Shantung Commission took place to-day. The Japanese representatives stated firstly that although it was their intention to withdraw the Post Offices from the railway area and Kiaochow by December 2nd next, the decision thereon must be deferred until the arrival in Peking of a Japanese expert.

Secondly, it was resolved that the Taishang Maritime Customs Sub-Committee should comprise three Chinese delegates and three Japanese. The respective Secretaries General will arrange place and date of meeting of the Sub-Committee.

THE ORIENTAL REGION DISTURBED AGAIN.

JAPANESE ACTION THREATENED.

PEKING, July 28th.

According to Japanese telegrams between 1,300 and 1,500 bandits are terrorising the region of Chientao. The outlaws consist of Hunhuts driven out of Siberia by Japanese, Korean malcontents and remnants of Kao Shih Ping's force. Unless the Chinese soon suppress the bandits, Korean police will be sent to the disturbed area.

CHINESE STUDENT IMPRISONED.

ATTEMPTED MURDER OF CHINESE MINISTER IN FRANCE.

PARIS, July 28th.

Lee Ho Ling, the Chinese student who made an attempt on the life of the Chinese Minister, has been sentenced to a year's imprisonment and a fine of 200 francs.

BOTTOMLEY'S EARLY LIFE.

The Daily Telegraph says Bottomley was brought up in a Manchester orphanage. He began life as an office boy in a city warehouse. He learnt something of law in an attorney's office, which also taught him at an early age that the Tichborne claimant's belief in the division of mankind into rogues and fools was not unfounded. His legal education was extended by services as a shorthand writer in law courts. His turn for popular oratory and popular writing was developed by association with Bradlaugh. Then followed experience in journalism which were not fruitful and the adventurer sought the more profitable profession of fiction of companies. The echoes of the great crash of Harward Union sound faintly on our ears, but the exploit of Bottomley in defending himself against all the resources of the law officers of the crown and winning in the process the regard of a judge who did not incline to sentimentality, Lord Brampton, is not likely to be forgotten by lawyers or laymen. The Harward Company was not the only one of his promotions which went away. His self-defence before Lord Brampton was the beginning of a series of cases. But fifteen years ago Bottomley was only thought of as a speculative financier with a peculiar ability for legal procedure. Only in the last quarter of his life were his most remarkable powers discovered. He entered the House of Commons and set up a weekly journal of his own. His career in Parliament was interrupted by financial disasters, but there were good judges who thought it possible that he might have had great success. There was no doubt about the success of his paper. He hit off with extraordinary skill the taste of the mass of uneducated people.

DYSENTERY AND MALARIA.

A medical correspondent writes to the Times on Drugs and the Body:—

Another case is the use of the drug known as "emetine" in amoebic dysentery. This drug "acts like a charm"—it is supposed by killing the entamoeba, which are the cause of the disease. Unhappily it also has a severe effect on the patient. An attempt was made during the war to obtain a preparation of a similar kind which should kill the germ and spare the patient. It failed because as soon as the patient was spared the effect of the emetine preparation was lost. Emetine, in short, acts like Salvarsan on the human body or in conjunction with the human body.

Even more astonishing is recent work on the effect of quinine on malaria parasites. This, at one time, was supposed to be absolutely specific—quinine was looked on as a certain and deadly poison so far as malaria parasites were concerned. Yet now there is some reason to doubt this, for work recently carried out suggests that the effect of the quinine may be on the blood corpuscles of the human being and not on the parasites of the blood, and if by any means they are unable to enter the red corpuscles they die. Quinine may act by preventing them from making this entry.

RELIGIOUS REVIVAL NEEDED.

Addressing the seventy-sixth anniversary meeting of the World's Evangelical Alliance, held at Central Hall, Westminster, on May 26th, Sir Arthur Griffith-Boscawen, who presided, said that in some respects the war appeared to lead to a religious revival, but things were getting back to peace, and there had been a reaction everywhere. There was to-day apparent an indifference to religion, a want of religion, a leaving of religion out of our daily life, which was seen among all classes. The neglect of the proper observance of Sunday, the abandonment of morning prayer, in the households of these were signs which were disappearing and seemed to show that people had forgotten what God had done for them. Too many people were living what were practically purely worldly and pagan lives. Sir Arthur urged that they should not be disappointed. Very often when things seemed at their worst the best of work of the Church was really being done. They might pray for a great religious revival, and he knew of no organisation better fitted to bring that about than the World's Evangelical Alliance.

THE WORLD FLIGHT.

AIR MINISTRY'S HELP.

Major W. T. Blake and Captain Norman Macmillan, who have started on their round the world flight were entertained to luncheon recently by the staff of the Daily News.

Lord Montagu of Beaulieu, presiding, announced that a private individual had found the entire money for the expedition. Lord Montagu, expressing on the serious position of British aviation, said that at the end of 1932 the French would have 226 squadrons, compared with Great Britain's 12.

Major Blake acknowledged the help he was receiving from the Air Ministry and the Canadian and other Governments.

Writing in the Daily News Major W. T. Blake says: After the death of Sir Ross Smith I heard that several other attempts to fly round the world would be made shortly, and that among them were two organisations from foreign countries. Feeling that though a British machine was not the first to cross the Atlantic it should be the first to fly round the world I began immediately to investigate the possibility of organising a flight in sufficient time to beat our foreign rivals. Messrs. Napier at once promised me their help providing that the rest of my arrangements satisfied their technical adviser.

FINDING A MACHINE. Next the question of obtaining a machine cropped up. Here my difficulties were twofold. In addition to finding a suitable machine for the job I had also to find one which would be ready to start at very short notice. On inquiry, I found that an amphibian type of machine was ready for delivery to the Air Ministry, and I immediately approached the officials concerned to get that released so that the firm might sell it to me for the flight. The Air Ministry's decision has not yet been made, but in the interval I have received an offer of a second suitable machine which may be ready, approximately, as soon as my first choice. The machine chosen will be an amphibian. Which of the two will eventually be used I cannot state until the Air Ministry have given their decision, though there will be no delay due to lack of a machine.

STARTING FROM WESTMINSTER.

I hope to leave England, preferably from the Thames outside the Houses of Parliament, at the end of May, and if all goes well, to return to England in August or September.

With me will be Captain Norman Macmillan, who accompanied me on my flight to Morocco on behalf of the Daily News last autumn. He is perhaps one of the best test pilots in the country. I have every confidence in him, and we are both satisfied that the flight can be carried out under present arrangements. It is just possible that a third member may be taken, but on this point no decision has been made.

THE ROUTE.

The route to be followed will be via France, Italy, Greece and Crete to Egypt and thence via Baghdad and Basra to Karachi and Calcutta. It will be the monsoon season in India. The machine will not attempt to cross Burma, but the coast will be followed to Rangoon, and thence to Saigon, and Hongkong. At Tokyo the engine will probably be changed, and the flight continued via the Siberian coast and the Aleutian Islands to Alaska, and thence across Canada and the U.S.A. to New York. A third engine will probably be used at this stage of the journey, after which the machine will fly to Newfoundland, and from there attempt the Atlantic crossing.

NEW WAY ACROSS ATLANTIC.

An entirely new route across the Atlantic will be tried. Instead of proceeding direct or via the Azores, the course is being set for Greenland, and Iceland, to Scotland. The largest sea gap, this way will be under 850 miles, and the weather conditions are likely to be favourable. Concerning the financing of the company, an entirely British syndicate is being formed, as by this means we thought that a large proportion of the Empire will be interested in the effort. As it is, our desire is to assist British aviation by every method of propaganda in our power. We naturally hope that many people will be interested in the organisation. In any case the arrangements have been made so that the flight will take place.

"WORLDLY AND PAGAN LIVES."

RELIGIOUS REVIVAL NEEDED.

Addressing the seventy-sixth anniversary meeting of the World's Evangelical Alliance, held at Central Hall, Westminster, on May 26th, Sir Arthur Griffith-Boscawen, who presided, said that in some respects the war appeared to lead to a religious revival, but things were getting back to peace, and there had been a reaction everywhere. There was to-day apparent an indifference to religion, a want of religion, a leaving of religion out of our daily life, which was seen among all classes. The neglect of the proper observance of Sunday, the abandonment of morning prayer, in the households of these were signs which were disappearing and seemed to show that people had forgotten what God had done for them. Too many people were living what were practically purely worldly and pagan lives. Sir Arthur urged that they should not be disappointed. Very often when things seemed at their worst the best of work of the Church was really being done. They might pray for a great religious revival, and he knew of no organisation better fitted to bring that about than the World's Evangelical Alliance.

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The "Peg" of Ages

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This pure old Whisky has had, since 1745, a great reputation amongst connoisseurs for its mellow flavour, and still maintains a world-wide identical quality.

THE PASSING OF PICCADILLY.

CHANGES IN ST. JAMES'S PARK.

"Good-bye, Piccadilly; farewell, Leicester Square!"
Nobody ever understood what Piccadilly had to do with it, but the valdiction has meaning to-day. For Piccadilly is passing. London's most famous promenade, the most exclusive shopping resort of man, is being attacked at both ends and in the middle. It will soon be a modern thoroughfare without any more character than Fifth Avenue in New York, a street for all and sundry.
At present Piccadilly, in all its length from the Circus to the Corner, has only one shop really for women. It has one "draper's," an old-fashioned establishment that has tried to convert itself into a department store with only a couple of stories to do it in. Men's hatters, there are, and men's hosiery and tailors by the dozen; but on this chaste street no brazen hustlers in naughty lingerie leer at you with their waxy smiles—at least not from the shop windows; your morning constitutional to the club is not disturbed by any such sight as that which might disturb you if you wandered into Piccadilly's feminine partner, Oxford Street, where a lady's maid robes and disrobes (they say) a fair young lady, modestly masked, in one of those lingerie windows.

A STREET FOR MEN ONLY.
Piccadilly is so chaste (architecturally) that it has not even a theatre, although at the Circus you seem to be in the very centre of London's theatreland. It has not a picture palace, except in the forgotten old sense in which Burlington House where the Royal Academy pictures hang, is a picture palace. It has not a concert hall. Piccadilly has no shop where one can buy a newspaper or a magazine. It has not even a post-office. Men's clubs, men's clothes, one or two jewellers and a florist, monopolize its dozen or so blocks, except where the old St. James's Hall has given way to the Piccadilly Hotel and where the colonnaded Ritz supplanted the old world Bath Hotel.

The main attack now on Piccadilly is at this end—or rather middle—for it wanders along several blocks of exclusively club territory before it reaches Hyde Park Corner. Across the street from the Ritz is Devonshire House, one of the few remaining great houses of London. It has been for sale for some time, and now it is reported that it has been bought by an American syndicate which is going to build a picture palace there and a hotel to rival the Ritz. Another hotel, for which the site was cleared before the war, is to be completed between Devonshire House and the Corner, in the very centre of western clubland.

A DEPARTMENT STORE COMING.

At the Circus end 'one of the biggest Zeppelin bombs was dropped, but everything that could be found was put back in its place. Now time is to shatter what bombs could only shake; the cramped but famous draper's shop a rendezvous as classical almost as "under the clock" at Charing Cross, is to give way to a modern department store in a great new tall building which may be run up as high as six stories. On the other side of Piccadilly a big, noisy, popular restaurant has crept in where nothing popular was known before. Matinee girls now gulp their lunch where gentlemen were wont to take a cut from the joint and a pint of claret. Further down, Gloucester House, once the residence of the Duke of Cambridge, is now a glorified motor show room, with a big block of flats above.

The Bachelor Club still stands at the corner of Hamilton Place, but there is something of a newcomer just opposite. This is the Argentine Club, which occupies the mansion built by the mercantile Mrs. George Herring, is reputed to be the accepted rallying place of South American millionaires in London.

At the point where Park Lane runs into Piccadilly is now a branch of a very old established bank, which is said to have the entire per centage of its clientele; and close at hand, is the haunt of literary femininity, the Lyceum Club, which, until 12 months ago, occupied premises a few doors further east.

SOME OF THE CLUBS.

At one time these latter portals housed the Hyde Park Club, which has now disappeared. Their next occupants are to be the Royal Air Force, but building operations have suddenly and mysteriously come to a halt. The Cavalry Club, adjoining it, has been largely extended, and the Cavendish, cheek by jowl, is comparatively new arrival in this part of London. So, too, is the Anglo-American Club at No. 65, while the Junior Naval and Military, at No. 90, has not yet attained its majority.

St. James and Pall Mall: the other streets of clubs have long ago submitted to commercial invasion; for many years shops have faced the entrance of Marlborough House, where Queen Alexandra lives, at the angle of these two streets. Few changes are taking place here. The surroundings of St. James's Palace before one perhaps the few "unspoiled" bits of London.

Great changes are taking place in St. James's Park, however—changes which in any live American city would at least be heralded in the newspapers. Here, the first one knows about it is the iron railings being removed from the east boundary of the park, throwing it into a dignified unity with the Horse Guards' Parade and the open space at the back of the Admiralty, the Foreign Office, Downing Street and other Government buildings. So perhaps some day they will even take the hula out of St. James's Park Lake and put the water back again, and restore what used to be considered one of the loveliest city views in Europe, the view looking east from the bridge, still flanked to-day by wartime office tenements.

Mr. Justice Darling was palpably hit in a recent Court case, says the *Morning Post*. He talked in a bland innocence, "Who is Mr. George Hobery?" Counsel turned round to his solicitor as if for instructions and then replied, "I am credibly informed, my Lord, that he is the darling of the music hall."

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Clean Healing

INDIGESTION AND THE NATURAL REMEDY.

No man or woman who is a victim of indigestion can possibly enjoy anything like good health. For, mind you, when digestion gets out of order, then the whole digestive system—stomach, liver and bowels—is likely to be affected, and so you go from bad to worse. Considered as one, the stomach, liver and bowels may be truthfully said to be something like a delicately balanced machine. When a single part of the mechanism, say the stomach, goes wrong, there is an immediate danger that it will upset the whole, throw it out of order, and bring about a serious breakdown.

If everybody could be persuaded to realize that the little shocks and jars of life, the little acts of carelessness we hardly ever think about, worry too much work, lack of exercise, late hours, and so on, very seriously effect the digestive system, often throwing it out of gear, then there would certainly be fewer ailing people in the world.

The worst of it is that people will sometimes neglect to take proper steps to avoid indigestion. Unfortunately, they have a dangerous habit of thinking that the stomach, liver or the bowels, when out of order, will of themselves recover the delicate balance and poise they have in good health. But this very, very rarely happens, and so the most common-sense way to avoid the miseries of indigestion is either to prevent it, or banish it from your system. And prevention is always easier and less tedious cure.

In any case, either to prevent or to banish indigestion, you can't do better than take an occasional dose of Mother Seigel's Syrup, the world-famous remedy for stomach and liver troubles. It has been before the world for nearly fifty years. Each year, each week, in fact, cases are recorded, where dyspepsia have found relief by resorting to this fine old family remedy, and now the total of those who, after personal trial, voluntarily and enthusiastically recommend Mother Seigel's Syrup, has run into tens of thousands. You! tens of thousands!

They would not be likely to write and say that Mother Seigel's Syrup was a splendid means of banishing dyspeptic troubles, headaches, biliousness, flatulence, constipation, and pains after eating, if they did not believe what they were saying was the simple truth.

If you have any digestive disorders, take Mother Seigel's Syrup regularly for a while, after meals, and note the general improvement in your health and vigor. The Syrup is also sold in tablet form. B. 343.

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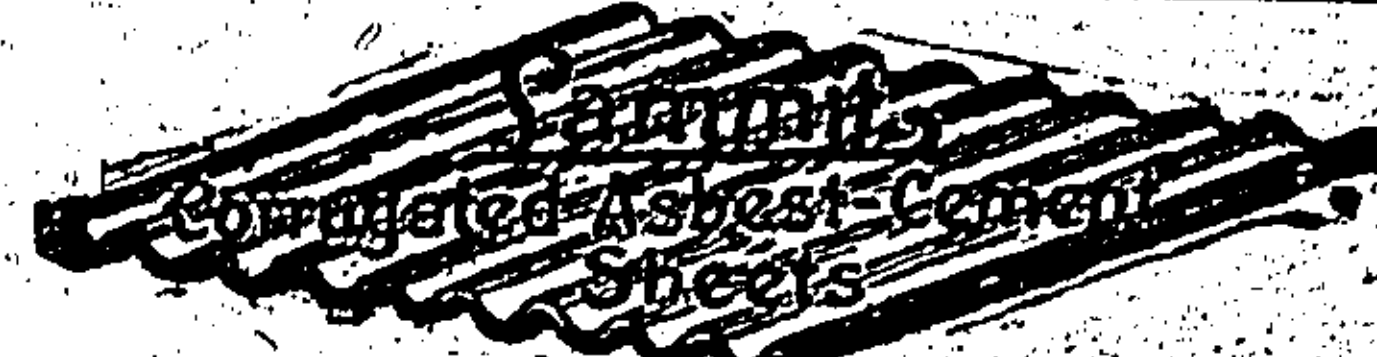
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Everybody is doing it

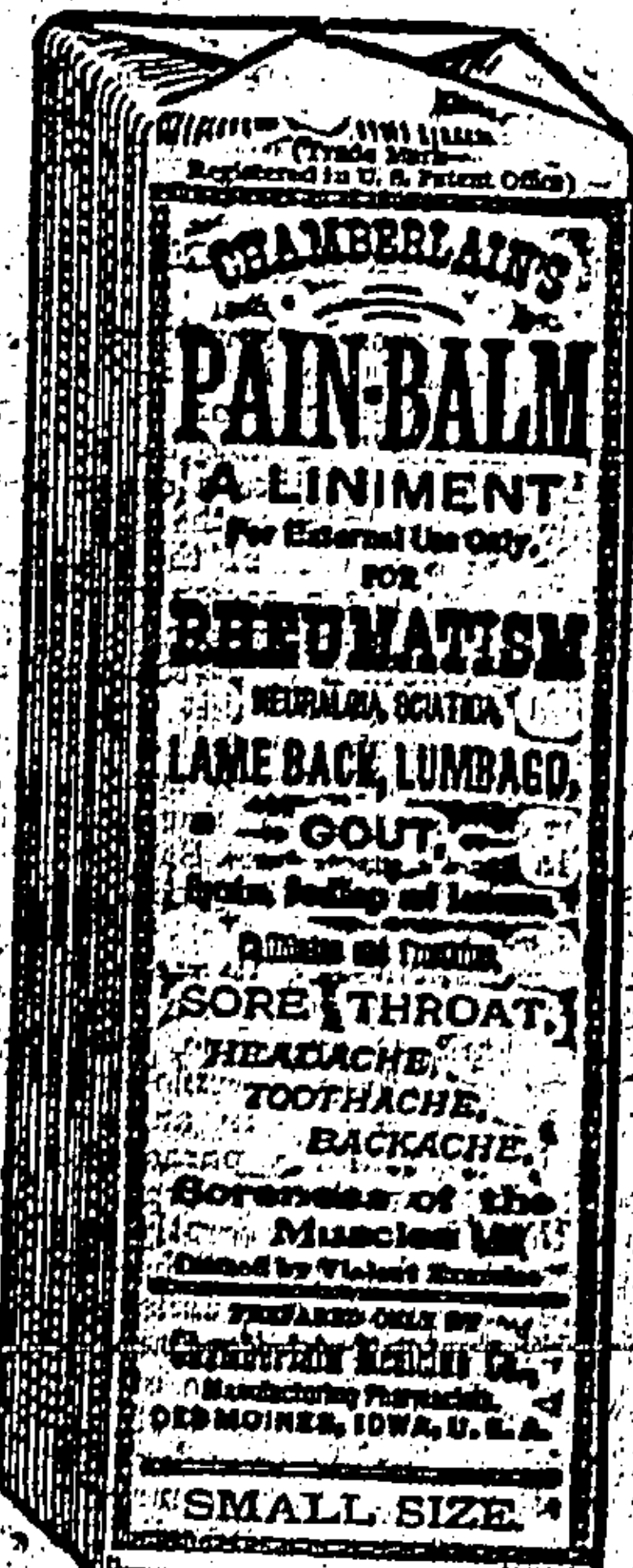
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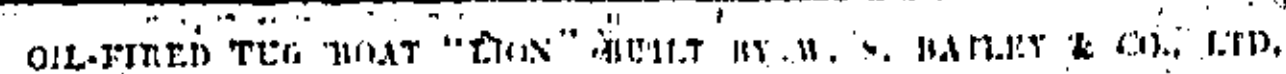
TEA, INDIGO, FIBRE, BOTTLES, RUBBER, OILSEED, HIDES & SKINS, RUBBER DRUGS, COTTON, WOOL, GUMS, AND GENERAL PRODUCE. Sold on commission in British and Continental Markets. Sample valued. Best ports for consignments in district. KEYSER, SON & CO., (Import Dept.) Whitechapel, London. To telegram, "Keyser, London" Est. 1844.



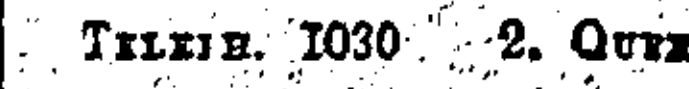
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The century of the life of the Society, Professor Eddington said, had been a record of continuous advance. In a paper read at the first meeting of the Society in 1920, it was stated that, "Beyond the limits

(Continued at foot of next column.)

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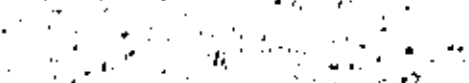
a globular cluster.

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No. 5, East

really up-to-date young astronomer would refuse to bother about anything nearer than

a globular cluster.

SHIPPING NEWS

ARRIVALS.

July 8th.
Benaron, British str., 2,449 tons, Capt. N. Leslie, from Singapore, with a general cargo—Gibb, Livingstone & Co.
Chunyang, British str., 1,400 tons, Capt. C. D. Nicoll, from Bangkok, with a general cargo—J.M. & Co.
Drake, Japanese str., 1,152 tons, Capt. Miyake, from Miki, with coal—M.B.K.
Kan Yung Fook, Chinese str., 440 tons, Capt. O. Noronha, from Hoihow, with a general cargo—Globe Nav. & Co.
Mylo, British str., 1,297 tons, Capt. H. Mays, from Bangkok, with rice—Kwong Hop Seng.
 July 7th.
Alma, British str., 3,154 tons, Capt. H. J. Saterley, from Shanghai, none—Saterley Petroleum Co.
Apas, American str., 3,916 tons, Capt. W. T. Trenchard, from San Francisco, with a general cargo—Struthers & Barry.
Andre Lebon, French str., 7,375 tons, Capt. J. G. Cousin, from Haiphong, with a general cargo—Messageries Maritimes.
Changchow, British str., 1,245 tons, Capt. G. Byers, from Hongay, with coal—B. & S.
Demodocus, British str., 4,182 tons, Capt. W. A. Dawson, from Shanghai, with a general cargo—B. & S.
Drifter, Norwegian str., 1,102 tons, Capt. N. Elveth, from Swatow, with a general cargo—Thomson & Co.
Illbruck, British motor ship, 4,130 tons, Capt. W. H. Kewett, from London, with a general cargo—J.M. & Co.
Huangay, British str., from Canton.
Japan, British str., 2,837 tons, Capt. P. W. Rowe, from Singapore, with a general cargo—Mackinnon, MacKenzie & Co.
Kumanga, British str., 3,236 tons, Capt. T. Grant, from Singapore, with a general cargo—J.M. & Co.
Matru, Japanese str., 1,357 tons, Capt. S. Ito, from Tsingtau, with a general cargo—N.Y.K.
Nakiang, British str., from Canton.
Thalassia, British str., 7,172 tons, Capt. S. Madgwick, from Cebu, with a general cargo—B. & S.
Zosma, Dutch str., 3,229 tons, Capt. H. J. van der Laan, from Manila, with a general cargo—J.C.J.L.

CLEARANCES.

July 7th.
Andre Lebon, for Shanghai.
Apas, for Manila.
Drifter, for Bangkok.
Illbruck, for Shanghai.
Thalassia, for Swatow.
Kumanga, for Shanghai.
Matru, for Macassar.
Changchow, for Hongkong.
Yamagata Maru, for Singapore.
Podder, for K. C. Wan.
Samuray Maru, for Batavia.
Sudan, for Shanghai.
Takaka Maru, for Canton.
Tsimshui, for Sourabaya.
Huangay, for Manila.

PASSENGERS.

ARRIVALS.

Per M.M. s.s. **Andre Lebon**, on July 7th: Mr. T. G. Hill, Mr. J. C. Frayes, Mrs. W. R. Purdon, Mrs. A. Murray, Dr. J. H. Williamson, Mr. Bennett, Miss H. Helstrom, Mr. and Mrs. Hunter, Mr. J. Lofon, Capt. and Mrs. Ausley, Mr. and Mrs. B. Sidlow, Miss A. Smith, Master Cain, Miss Dehn, Mrs. C. G. M. Cooke, Mr. and Mrs. A. D. Gee, Mr. W. Thiele, Mr. H. L. Miller, Mr. and Mrs. Cooke, Mrs. E. Brinknot, Mr. R. P. Whitham, Dr. E. H. G. G. Vison, Dr. D. E. Eord, Mr. F. A. Vesley, Capt. G. M. Jones, Miss D. Jones, Mr. and Mrs. E. Agutloff, Mr. and Mrs. Macgregory, Mr. and Mrs. E. W. Goodpasture, Mr. Carl Puffs, Miss Cain, Miss Gair, Mrs. M. Clayton, Miss Purdon, Major H. G. Baguall, Mr. H. Walker, Mr. J. P. Fenderson, Miss J. Brinknot, Capt. and Mrs. W. Griffiths, Mr. E. G. Kleinknecht, Mr. and Mrs. E. H. Bailey, Mr. and Mrs. E. N. Brinknot, Mr. H. H. Way, Miss E. A. Uzer, Gen. M. Nikonoff, Mrs. E. H. Renne, Sister Margaret Mary, Mr. and Mrs. Billing, Miss E. L. Navitt, Miss M. Stark, Mr. E. W. Matthews, Miss M. D. Lovis, Miss L. G. Dyer, Mr. J. Prentice and a number of Japanese passengers.

DEPARTURES.

Per N.Y.K. s.s. **Hakozaki Maru**, on July 7th: Mr. T. G. Hill, Mr. J. C. Frayes, Mrs. W. R. Purdon, Mrs. A. Murray, Dr. J. H. Williamson, Mr. Bennett, Miss H. Helstrom, Mr. and Mrs. Hunter, Mr. J. Lofon, Capt. and Mrs. Ausley, Mr. and Mrs. B. Sidlow, Miss A. Smith, Master Cain, Miss Dehn, Mrs. C. G. M. Cooke, Mr. and Mrs. A. D. Gee, Mr. W. Thiele, Mr. H. L. Miller, Mr. and Mrs. Cooke, Mrs. E. Brinknot, Mr. R. P. Whitham, Dr. E. H. G. G. Vison, Dr. D. E. Eord, Mr. F. A. Vesley, Capt. G. M. Jones, Miss D. Jones, Mr. and Mrs. E. Agutloff, Mr. and Mrs. Macgregory, Mr. and Mrs. E. W. Goodpasture, Mr. Carl Puffs, Miss Cain, Miss Gair, Mrs. M. Clayton, Miss Purdon, Major H. G. Baguall, Mr. H. Walker, Mr. J. P. Fenderson, Miss J. Brinknot, Capt. and Mrs. W. Griffiths, Mr. E. G. Kleinknecht, Mr. and Mrs. E. H. Bailey, Mr. and Mrs. E. N. Brinknot, Mr. H. H. Way, Miss E. A. Uzer, Gen. M. Nikonoff, Mrs. E. H. Renne, Sister Margaret Mary, Mr. and Mrs. Billing, Miss E. L. Navitt, Miss M. Stark, Mr. E. W. Matthews, Miss M. D. Lovis, Miss L. G. Dyer, Mr. J. Prentice and a number of Japanese passengers.

SHIPPING MOVEMENTS.

The B.I. (Apar Line) s.s. **Tanda** is expected to arrive at Hongkong on or about July 23rd.

VESSELS EXPECTED.

Ati Maru (N.Y.K.), due July 13th.
Asia Maru (N.Y.K.), due July 10th.
City of London (Bank Line), due August 15th.
City of Manchester (Bank Line), due July 12th.
Diomed (Blue Funnel), due July 9th.
Empress of Canada, due July 20th.
Jason (Blue Funnel), due July 18th.
Kamo Maru (N.Y.K.), due July 8th.
Katori Maru (N.Y.K.), due July 23rd.
Maean (Blue Funnel), due July 20th.
Menor (Blue Funnel), due July 16th.
Tengoo Maru (N.Y.K.), due July 17th.
Thalassia (Blue Funnel), due August 17th.
Takaka Maru (N.Y.K.), due July 15th.
Yokohama Maru (N.Y.K.), due July 19th.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LIVERPOOL via MARSEILLES & VALENCIA	Sado Maru	Jap.	Nippon Yusen Kaisha	Middle of July.
NEW YORK & BOSTON	Egmont Castle	Brit.	Dodwell & Co. Ltd.	About 2nd half of July.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Tenyo Maru	Jap.	Toyo Kisen Kaisha	On 19th July.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Siberia Maru	Jap.	Toyo Kisen Kaisha	On 27th July.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	President Wilson	Am.	Pacific Mail S.S. Co.	On 11th Aug.
VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c.	Nanking	Am.	Canadian Pacific O.S. Ltd.	About 13th July.
VICTORIA, SEATTLE & VANCOUVER, B.C., via SHANGHAI, J. PORTS.	Empress Asia	Brit.	Nippon Yusen Kaisha	On 28th July, at 11 a.m.
VICTORIA, SEATTLE & VANCOUVER, B.C., via SHANGHAI, J. PORTS.	Yokohama Maru	Jap.	Nippon Yusen Kaisha	On 31st July.
MARSEILLES, LONDON & ANTWERP	Tyndareus	Brit.	Butterfield & Swire	On 11th July.
MARSEILLES, LONDON & ANTWERP	Kornala	Brit.	Butterfield & Swire	On 14th July.
MARSEILLES, LONDON & ANTWERP	Armand Behic	Brit.	Butterfield & Swire	On 14th July.
MARSEILLES, LONDON & ANTWERP	Harana Maru	Jap.	Nippon Yusen Kaisha	On 14th July.
LONDON, ROTTERDAM & HAMBURG	Pyrrhus	Brit.	Butterfield & Swire	On 14th July.
GENOA, LONDON, ROTTERDAM & HAMBURG	Radnorshire	Brit.	Butterfield & Swire	On 14th July.
ROTTERDAM, AMSTERDAM & HAMBURG	Demodocus	Brit.	Butterfield & Swire	On 14th July.
BOMBAY via STRAITS & COLOMBO	Olderkirk	Dut.	Java-China-Japan-Lijn	On 8th July.
STRAITS & CALCUTTA	Mirzapore	Brit.	P. & O. B. L. & A. L.	On 23rd July.
SINGAPORE & BELAWAN-DELI	Awa Maru	Jap.	Nippon Yusen Kaisha	On 8th July.
BRINDISI, VENICE & TRIESTE	Kumung	Brit.	Jardine, Matheson & Co. Ltd.	On 11th July.
SAVANNAH	Yae Choon	Dut.	Java-China-Japan-Lijn	On 22nd July, 3 p.m.
AUSTRALIAN PORTS via MANILA	Nippon	Jap.	Dodwell & Co. Ltd.	About 25th July.
AUSTRALIAN PORTS via MANILA	Yoshino Maru	Jap.	Jardine, Matheson & Co. Ltd.	On 18th July, at noon.
SHANGHAI via SWATOW	St. Albans	Brit.	Nippon Yusen Kaisha	On 18th July, at noon.
SHANGHAI, KOBE & YOKOHAMA	Choyang	Brit.	Jardine, Matheson & Co. Ltd.	On 18th July, at noon.
SHANGHAI, KOBE & YOKOHAMA	City of Manchester	Brit.	The Bank Line Ltd.	On 3rd Aug.
SHANGHAI, KOBE & YOKOHAMA	Yamagata Maru	Jap.	Jardine, Matheson & Co. Ltd.	On 18th July.
SHANGHAI, KOBE & YOKOHAMA	Kamo Maru	Jap.	Nippon Yusen Kaisha	On 18th July, at noon.
SHANGHAI	Soudan	Brit.	Messageries Maritimes	On 11th July.
SHANGHAI	Tricia	Brit.	P. & O. B. L. & A. L.	About 21st July.
SHANGHAI	Chiyang	Brit.	Dodwell & Co. Ltd.	About 10th Aug.
SHANGHAI	Huangay	Brit.	Jardine, Matheson & Co. Ltd.	On 7th July, at noon.
SAIGON, BANGKOK & SINGAPORE	Kisha Maru	Jap.	Osaka Shosen Kaisha	On 1st Aug.

CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VIA CANADA

Hongkong to England			
From Hongkong	Arrive Vancouver	From Vancouver	Due England
Empress Asia	July 13	July 31	Empress France Aug. 8
Empress Canada	July 27	Aug. 13	Empress Scotland Aug. 22
Empress Russia	Aug. 10	Aug. 28	Empress France Sept. 5
Empress Australia	Aug. 23	Sept. 1	Empress Scotland Sept. 19
Empress Asia	Sept. 21	Sept. 28	Empress France Oct. 3
Empress Canada	Oct. 4	Oct. 9	Empress Scotland Oct. 17
Empress Russia	Oct. 18	Oct. 23	Empress France Oct. 31
Empress Australia	Oct. 31	Nov. 6	Empress Scotland Nov. 14
Empress Asia	Nov. 2	Nov. 20	Empress France Nov. 28

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Special train Vancouver to Chicago leaves immediately after ship's arrival. Standard Sleeping Cars, Compartments & Drawing Rooms.

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Trans-Pacific Service
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 via Shanghai, Nagasaki, Yokohama and Honolulu.
S.S. "NANKING" S.S. "CHINA"
 August 10th. September 16th.

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 SAN FRANCISCO TO TAHITI
S.S. "NILE" S.S. "CHINA"
 July 22nd. August 31st.

Java Service
 HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.
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FAST FREIGHT SERVICE
 Through Bills of Lading issued to all points in United States & Canada also.
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 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

CHURCH SERVICES.

St. John's Cathedral, Hongkong: 9th July, 1932, 4th Sunday after Trinity.
 Holy Communion (7.50 a.m.); Matins (11 a.m.); Responses, Psalms: Venite, Baruc (12th); Psalms, 94 Barnby, 25 Goss; Te Deum, Battishill, Jones, Battishill (4th evening); Benedictus, Troutbeck; Anthem, "No shadowy yonder"; Gaul; Hymns, 259, N.B.—Psalm 24, verses 1, 2, 3, 10 in unison. Hymn 229, verse 1 (first half only) in unison.
 Litany (12 noon); Evensong (6 p.m.); Responses, Psalms: Psalm: 22 Battishill; Jones 23 Hopkins; Magnificat, Goss (5th morning); Nunc Dimittis, Barnby; Hymns, 259, 121, 15.
 N.B.—Psalm 22, verses 1, 2, 11, 12, 19, 20, 23, 24, 25, 26, 27, 28, 29, 30 in unison. Psalm 23, verses 1, 2, 3 in unison. Hymn 229, verses 1, 3, 5 in unison. Hymn 221, verses 1, 3, 5 in unison. Hymn 19, verses 1, 3, 5 in unison.
 Organ Recital, Monday, July 17th, at 9.15 p.m. (115)
 Union Church (Kennedy Road): Sunday Service, July 9th, Morning Service at 11.
 Subject of Sermon: The Golden Rule.
 Evening Service at 8 p.m.
 Preacher at both Services: Rev. J. Kirk Macintosh. (114)
 First Church of Christ Scientist, MacDonnell Road, below Bowan Road, Train Station, Sunday, 11.15 a.m. Wednesday 8.45 p.m. (113)

VETARZO

DR. LECLERC'S
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 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

WEATHER REPORT.

July 8th, at 12.55.—Warning to Hongkong, Coast Ports, &c.—Depression or typhoon within 120 miles of Lat. 22 deg. N. Long. 125 deg. E. stationary or very slow.
 July 7th, at 9.25 a.m.—Warning to Hongkong, Coast Ports, &c.—Typhoon within 60 miles of Lat. 27 deg. N. Long. 127 deg. E. moving N.W.E.
 July 7th, at 12.13 m.—Owing to lack of observations no weather forecast or map will be published.
 Detailed observations from Lochoo, presumably for 6 a.m. on the 8th, indicate that at this time the typhoon was in latitude 27 deg. N. and longitude 127 deg. E. moving N.W.E.
 Hongkong Rainfall for the 24 hours ending at 10 a.m. 7th July, 0.00 inch. Total since January 1st, 25.95 inches, against an average of 41.67 inches.
 The forecast for the 24 hours ending at noon to-day is as follows:—
 District Forecast
 Hongkong to Cap Rock None.
 Formosa Channel None.
 South coast of China between Hongkong and Lamook None.
 South coast of China between Hongkong and

ELLERMAN LINEWILLERMAN & BUCKNALL S.S. CO. LTD.
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CITY OF MANCHESTER... 15th July... Shanghai, Kobe & Yokohama.

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CITY OF MANCHESTER... 15th July... Shanghai, Kobe & Yokohama.Steamers proceed via Suez Canal or Panama Canal at Owners' option.
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HONGKONG AND CANTON **REISS & CO.** **CANTON****MESSAGERIES MARITIMES****SERVICES CONTRACTUELS**ALL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT
Destinations: STRAITS & DISPLACEMENT. SAILING DATE.

SHANGHAI, KORE & YOKOHAMA	"ANDRE LEBON"	22,000	On or about 7th July.
	"AMBOISE"	15,000	On or about 21st July.
	"CORDILLERE"	10,000	On or about 4th Aug.
MARSEILLES via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DUBOULT, SUZ & PORT SAID	"ARMAND BEHIC"	11,000	On or about 11th July.
	"CHAMORRI"	15,000	On or about 25th July.
	"ANDRE LEBON"	22,000	On or about 8th Aug.
	"AMBOISE"	15,000	On or about 22nd Aug.

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FOR**SWATOW, AMOY & FOOCHOW**

AND RETURN

(Occupying 8 or 10 Days)

TUNGUS	Capt. Tidemann	Tuesday, 11th July, at 12 noon.
HAIBOHO	Capt. W. C. Pearson	Friday, 14th July, at 1 p.m.
HAIBOHO	Capt. J. S. Thomson	Tuesday, 18th July, at 1 p.m.

Arrival and Departure from the Company's Wharf (near 'Eagle' Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.
General Manager.**YAMASHITA KISEN KAISHA**
(THE YAMASHITA S.S. CO. LTD.)**REGULAR FREIGHT & PASSENGER SERVICE**

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hobeu & Pakhoi

CITY OF MANCHESTER... on or about 7th July.

FOR KEELUNG via Swatow & Amoy

CITY OF MANCHESTER... on or about 20th July.

For further particulars, please apply to—

Branch Office:
No. 27, Canton Street, West.
Tel. No. 155.S. MITARAI
Agent,
Top Floor, King's Building.
Tel. No. 140.**P. & O., British India**
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

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STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"MIRZAPORE"	8,500	9th July	(Singapore, Port Swettenham, Penang, Colombo & Bombay)
"SOUDAN"	7,000	22nd July	(Singapore, Penang, Colombo & Bombay)
"KARMA"	9,000	19th July	(Bombay, Madras, London & Antwerp)
"KASHGAR"	9,000	31st July	(Bombay, Madras, London & Antwerp)
"SARDINIA"	8,500	16th Aug.	(Bombay, Madras, London & Antwerp)
"DEVANHA"	8,091	30th Aug.	(Bombay, Madras, London & Antwerp)
"NOYAH"	6,550	13th Sept.	(Bombay, Madras, London & Antwerp)
"MACKDONIA"	10,812	27th Sept.	(Bombay, Madras, London & Antwerp)
"KALAN"	8,837	11th Oct.	(Bombay, Madras, London & Antwerp)
"DONGOLA"	8,058	25th Oct.	(Bombay, Madras, London & Antwerp)
"KATBER"	9,000	18th Nov.	(Bombay, Madras, London & Antwerp)
"NAGAYA"	7,000	32nd Nov.	(Bombay, Madras, London & Antwerp)
"KALAN"	9,000	6th Dec.	(Bombay, Madras, London & Antwerp)
"KASHGAR"	9,000	20th Dec.	(Bombay, Madras, London & Antwerp)
"NYANZA"	7,000	3rd Jan., 1922	(Bombay, Madras, London & Antwerp)

BRITISH INDIA - APCAR SAILINGS

"JANUS"	4,914	18th July	Calcutta via Singapore & Penang
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EASTERN & AUSTRALIAN SAILINGS (South)

"St. ALBANS"	4,000	3rd Aug.	(Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne)
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Frequent connections with the Union S.S. Co.'s steamers from Australia to the United Kingdom via New Zealand, Vancouver and San Francisco, etc., or per The New Zealand S.S. Co.'s vessels to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"SOUDAN"	7,000	8th July, D.L.	Shanghai only.
"JAPAN"	6,093	8th July, noon	Amoy, Shanghai & Kobe.
"SARDINIA"	6,589	17th July	Shanghai, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Singapore must defray their own Hotel expenses at Singapore while awaiting the carrying steamer.

First Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the cost of their P. & O. Tickets Singapore to Calcutta.

All Cables are fitted with Electric Fans free of charge.

Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Hong Kong on the day previous to sailing.

For Further Information, Freight Rates, Freight, etc., apply to—

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22, Des Voeux Road Central, HONGKONG.

O. S. K.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.**

LONDON, HAMBURG, ROTTERDAM & ANTWERP, MARSEILLES.

Monthly direct service via Singapore and Penang, Suez.

"ATLAS MARU" ... Monday, 17th July.

BUENOS AIRES, RIO DE JANEIRO, SANTO, DURBAN.

DAILY SERVICE TO SAIGON & SINGAPORE, PASSENGER SERVICE.

"CHICAGO MARU" ... Sunday, 16th July.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

HONGKONG, BANGKOK & SINGAPORE ... Wednesday, 19th July.

"KISHU MARU" ... Tuesday, 1st Aug.

"INDO MARU" ... Friday, 21st July.

CALCUTTA—Fortnightly service via Singapore, Penang & Rangoon.

"PERKING MARU" ... Wednesday, 11th July.

VICTORIA, VANCOUVER, SEATTLE, & TACOMA.

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"ALBION MARU" ... Friday, 21st July.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco.

"HAGUE MARU" ... 1st week of August.

NEW ORLEANS LINE via SUEZ.

"SUMATRA MARU" ... Thursday, 28th Sept.

JAPAN PORTS—Kobe & Yokohama via Shanghai.

"ANDER MARU" ... Tuesday, 11th July.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KALJO MARU" ... Every Sunday, Noon.

"AMAKUSA MARU" ... Every Sunday, Noon.

TOKYO via SWATOW & AMOY ... Thursday, 13th July.

Tel. No. 4080. Y. K. SODA, Manager.

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For BOSTON and NEW YORK

S.S. "MOORISH PRINCE" ... Early August.

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(Incorporated in Great Britain.)
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Telegrams (Parryfines)**C. N. C.**
CHINA NAVIGATION CO., LTD.**SAILINGS SUBJECT TO ALTERATIONS**

For	Steamer	To Sail
SOURARAYA	"TAIKOOWANYI"	On 8th July, noon.
SHANGHAI & TSINGTAO	"SZECHUEN"	On 8th July, 4 p.m.
HOIHOW & RANGKOK	"CHENAN"	On 8th July, 4 p.m.
SWATOW & SINGAPORE	"KWEIYANG"	On 9th July, 3 p.m.
SHANGHAI	"SUIYANG"	On 10th July, 4 p.m.
SWATOW, SHANGHAI & TSINGTAO	"YINGCHOW"	On 11th July, 4 p.m.
NINGPO & SHANGHAI	"YUNNAN"	On 11th July, 4 p.m.
AMOY & SHANGHAI	"SOOCHOW"	On 12th July, 3 p.m.
WUHAIRWEL, CHEFOO & TIENTSIN	"KUEICHOW"	On 12th July, D.L.
PAKHOI & HAIPHONG	"KAIKONG"	On 12th July, D.L.

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Excellent Saloon accommodation, ships Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Europe and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

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S.S. "EMPIRE STATE" ... Aug. 23rd ... Sept. 14th

S.S. "PRESIDENT LINCOLN" ... Aug. 23rd ... Sept. 14th

S.S. "HOOD STATE" ... Sept. 13th ... Oct. 5th

S.S. "PRESIDENT CLEVELAND" ... Sept. 13th ... Oct. 5th

S.S. "GOLDEN STATE" ... Sept. 13th ... Oct. 5th

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FOR BRINDISI, VENICE & TRIESTE

S.S. "NIPPON" ... sailing on or about 25th July.

S.S. "TRACIA" ... sailing on or about 25th August.

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74

